



## Appendix **A**

### Summary of Public Outreach Activities



# City of Atlanta Comprehensive Transportation Plan

## Public Involvement Overview

The development of the **Connect Atlanta Plan** was informed and energized by extensive and varied public involvement activities. The activities were organized in a Public Involvement Plan (PIP) document presented to the City and to the Atlanta Regional Commission, the City's principal partner in the study, at the beginning of the project. The PIP was based on the principle that the technical analysis, the research, the evaluation and the decisions should be guided by needs and ideas emanating from the general public and stakeholders. The study team believes therefore that the **Connect Atlanta Plan**, the City's first comprehensive transportation plan, is a community-driven plan that will very likely receive widespread community support for implementation. The goals of the PIP were **Visibility and Openness, Accessibility, and Collaboration**. The execution of the PIP was a team effort involving City staff, consultant staff, and a **Public Opinion Survey**. This report is designed to capture what was done to involve the public, how it was done, and, where available, some of the results. The report will also include some comments on lessons learned that may be helpful to the City and to ARC in future studies.

## Plan Components and Strategies

The Public Involvement Plan was multi-faceted, containing eight (8) distinct components and strategies: Technical Advisory Committee; Stakeholder Advisory Committee; Stakeholder Interviews; Speakers Bureau and Community Events; Public Meetings; Web-based and hard-copy formats of the Opinion Survey; Best Practices Cities Workshop; and City Council Work Sessions. In general, the status of the technical work determined the strategy or strategies that were emphasized at a given point in the study.

## Technical Advisory Committee (TAC)

Representatives of public, quasi-public and not-for-profit private agencies that have a transportation or transportation-related interest make up the thirty-eight (38) members of the Technical Advisory Committee. A complete list of the members follows:

NAME	Affiliation
Alexander, Angela	GDOT
Bruno, Peter	Connex North America, Inc.
Conable, Nate	Atlanta BeltLine, Inc.
Crocker, John	Transit Planning Board
Dittmeier, Tony	Federal Transit Administration Office of Planning

<b>NAME</b>	<b>Affiliation</b>
Edwards, Andy	Federal Transit Administration
Flocks, Sally	PEDS
Greene, Shaun	GRTA
Grether, Paul	MARTA
Hammond, Regan	Atlanta Regional Commission
Haynes, David	Atlanta Regional Commission
Hudson, Cedric	Dekalb County
Hunter, Michael	Georgia Tech
Kedir, Nursef	City of Atlanta, Dept. of Public Works
Keepler, Harvey	GDOT
Keyes, Laura	Atlanta Regional Commission
Lall, Ronald	Atlanta Planning Advisory Board
Lamar, Shelley	City of Atlanta – Dept. of Aviation
Laurie, Angie	Central Atlanta Progress
Lavandier, Jessica	Bureau of Planning
Mayes, Shelby	Citizens for Progressive Transit c/o Biola Law
McBrayer, Ed	The PATH Foundation
McHugh, Brian	Buckhead Community Improvement District
McIntosh-Ross, Michele	Bureau of Planning
Meadows, Chuck	Metro Atlanta Chamber of Commerce
Miller, Michael	Norfolk Southern Modalgistics
Moss, Calvin	Atlanta Police Department
Parker, Angela	Fulton County Dept of Public Works
Powell, Shannon	Midtown Alliance

<b>NAME</b>	<b>Affiliation</b>
Reich, John	CSX Intermodal
Rhinehart, Ted	Dekalb County
Russell, Jerry	City of Atlanta
Serna, Rebecca	Atlanta Bicycle Campaign
Sherwood, Ron	City of Atlanta - Depart
Starling, Denise	Buckhead Area TMA
Vu, Patrick	State Road and Tollway Authority
Williams, Don	MARTA

The Committee met four times during the course of the study, including the joint kick-off meeting on November 29, 2007 with the Stakeholder Advisory Committee to receive background information on the study and to provide initial input into the development of study goals. Joint TAC/SAC attendance was 105 and the discussion was very productive. Subsequent meetings of the TAC were held on February 8, 2008 to continue the discussion of goals, to discuss vision, and to discuss the basis on which projects might be selected for evaluation; May 14, 2008 to discuss the results of the February 2008 Public Planning Workshops and some of the preliminary projects that were beginning to emerge; and August 8, 2008 to discuss a more complete list of projects and the evaluation measures. While the attendance at all of the TAC meetings except the kick-off meeting averaged just under half the membership, the discussion was always lively and the input invaluable. Additional information on TAC meetings is provided in the following sections.

### **The Stakeholder Advisory Committee (SAC)**

The approach to filling membership of the SAC was an intentionally different approach from previous plans. Rather than identifying potential members and inviting them to serve, the City decided to invite interested persons to complete an application on-line and submit it for consideration and approval. Approximately 140 applications were received. In order to ensure broad-based representation, it was necessary to reach out to some specific individuals and organizations to encourage them to sign up. In the end, 155 individuals signed up to serve on the SAC. The complete SAC membership list follows:

<b>NAME</b>	<b>Affiliation</b>
Arora, Sushan	Citizen
Barry, Rogers	Piedmont Heights Civic Association

<b>NAME</b>	<b>Affiliation</b>
Bastian, Aaron	Clean Air Campaign
Becker, Lauren	Citizen
Benjamin, Saskia	Georgia Conservancy
Bertlesen, Chris	Citizen
Beynart, Kay	Citizen
Blass, Jill	Citizen
Bonacuse, Mike	Citizen
Boronni, Alessandro	Citizen
Brewer, Monique	Citizen
Brown, Derrick	Citizen
Brown, Naomi	Citizen
Brown, Brenda	Citizen
Caldwell, Michelle	Citizen
Campbell, Edward	Citizen
Carlsten, Jon	Citizen
Carrington, Janice	Citizen
Christman, Raymond	Citizen
Clayton, Randy	Governor's Office of Highway Safety
Clonts, Sam	Citizen
Coachman, Teresa	Citizen
Cochran, Jamie	Citizen
Colbow, Drew	Citizen
Conrad, Melissa	Georgia Stand-up
Cook, Myron	Citizen

<b>NAME</b>	<b>Affiliation</b>
Copello, Anna	NPU-N Chair
Coyle, Elizabeth	Citizen
Crawford, Douglas	Citizen
Cruce, Jada	Citizen
Curtis, Tivona	Citizen
DeDios, Cheryle	Hartsfield Area Transportation Management Assoc.
Delp, Jeff	Citizen
Donaldson, Naomi	Citizen
Dusenbury, George	Citizen
Dworet, Frazier	Citizen
Edwards, Amy	Citizen
Fairley, Steve	Citizen
Flocks, Sally	PEDS
Foster, Steve	GA Power
Franklin, Jane	GA Power
Friedman, Dan	Sierra Club
Garcia, Ramiro	Citizen
Gilgore, Ed	NPU-W Chair
Gordon, James	Citizen
Grant, Howard	Citizen
Gravel, Ryan	Citizen
Greene, Edith	Westside Council on Aging Organization
Greenwell, Douglas	Atlanta Regional Health Forum
Haefner, Ed	Citizen

<b>NAME</b>	<b>Affiliation</b>
Hall, Raymond	Citizen
Hammond, Jack	Citizen
Harper, Peggy	Citizen
Hayley, Pete	Atlanta University Center
Herring, Dorothy	GA Power
Hicks, Matthew	Citizen
Hillman, David	Citizen
Horn, Richard	Citizen
Hornbein, George	Citizen
Hosking, David	Citizen
Humphrey, Roger Spencer	Citizen
Ingle, Louie	Citizen
Jennings, Tom	Citizen
Johnson, Jay	Citizen
Johnson, Larry Felton	Citizen
Johnson, Yolanda	Citizen
Johnson, Emmett	Citizen
Jordan, Baron	Citizen
Kanellos, Susan	Citizen
Katz, Byron	Citizen
King, Cheryl	Citizen
King, Tyler	Citizen
Kirijan, Alexis	Citizen
Knapp, Weslee	Citizen



<b>NAME</b>	<b>Affiliation</b>
Knowlton, Elizabeth	Citizen
Krebs, Joe	Citizen
Kurtz, Glen	Citizen
Ladipo, Edith	Citizen
Lam, Jeffrey	Citizen
Laurel, Emery	Citizen
Lawlor, Shane	Citizen
Leerssen, Christopher	Citizen
Lemons, Catherine	Citizen
Liebl, John	Citizen
Mahan, Brendan	Citizen
Majeroni, John	Citizen
Manning, Janet	Citizen
Marcontell, David	Citizen
Marcus, Michelle	Citizen
Martin, Mary	Citizen
Maximuk, John	Citizen
Mays, Robert	Citizen
McKenzie, Anne	Citizen
McWilliams, Matthew	AARP
Metze, Marie	Citizen
Miles, Eileen	Citizen
Miller, Bill	Georgia World Congress Center
Moore, Fletcher	Citizen

<b>NAME</b>	<b>Affiliation</b>
Narula, Navneet	Citizen
Neumark, Gerry	Citizen
Olansky, Dianne	Citizen
Olshaske, David	Citizen
Owen, Jeff	Citizen
Payne, Barbara	Citizen
Perkins-Hooker, Patrise	Citizen
Peters, Demarcus	Citizen
Porter, Mary	Citizen
Porter Hall, Martha	Citizen
Ranney, Eric	Citizen
Richards, Cathy	Citizen
Riley, Thayra	CCTMA/Emory
Robinson, Chauncey	Citizen
Rollin, Antoine	Citizen
Rosenbaum, Josh	Citizen
Rudy, Harvey	Citizen
Schneider, Heidi	Citizen
Schneider, Jim	Citizen
Sears, Charles	Citizen
Shah, Anuj	Citizen
Shah, Pradeep	Citizen
Shelby, Renee	Citizen
Smith, Valerie	Citizen

<b>NAME</b>	<b>Affiliation</b>
Smith, Myles	Citizen
Smith, Lynn	Citizen
Snyder, Paul	Citizen
Sobol, Brent	Citizen
Sobush, Katie	Citizen
Thompson, Amanda	Citizen
Timberlake, John	Citizen
Todd-Crooks, Jennifer	Citizen
Tommie, Flora	Citizen
Touchette, Barbara	Citizen
Traylor, Janice	Citizen
Trimble, Grace	Citizen
Turner, Shunnea	Citizen
Usher, Bertha	Citizen
VanDyke, Cindy	GDOT
Vargo, Jason	Citizen
Vin, Todd	Citizen
Vivian, Matt	Citizen
Vu, Patrick	Citizen
Walker, Steve	Citizen
Walker , Ron	Citizen
Walmsley, Bob	Citizen
Wattenberg, Liz	Flexcar
Wilkatis, Stacia	Citizen

<b>NAME</b>	<b>Affiliation</b>
Williams, Steve	Citizen
Williams, Khaleelah	Citizen
Winter, Joe	Atlanta Coalition of Performing Arts
Wisdom, David	Citizen
Worrell, James	Citizen
Wylie, Nancy	Citizen
Young, Bradford	Citizen
Zatlin, Linda	Citizen
Zuyeva, Lyubov	Citizen

The SAC like the TAC met four times, including the November 29, 2007 joint meeting. Attendance at the joint meeting totaled 105. Attendance at subsequent SAC meetings on February 7, 2008; May 28, 2008 and August 14, 2008 averaged 34. The topics of discussion at the SAC meetings were generally the same as at the TAC meetings. However, the presentations and discussions were less technical and greater effort was put forth to ascertain needs and desires from the constituent's perspective. Additional information on SAC meetings can be found in the following sections.

### **Stakeholder Interviews**

The list of potential stakeholder interviewees is included in the Public Involvement Plan. From this list, twenty-one (21) stakeholders were interviewed on a one-on-one basis. The names of those individuals follows:

Bankroff	Joe		Woodruff Arts Center
Battle	Michael	President	Interdenominational Theological Center (ITC)
Bertrand	Kathleen	SVP, Community Affairs	Atlanta Convention and Visitor's Bureau (ACVB)
Borders	Lisa	President of City Council	Atlanta City Council
Borrero	Luz	Deputy Chief Operating Officer	City of Atlanta
Fauver	Anne	Councilmember - District 6	Atlanta City Council
Grant, Jr.	John	CEO	100 Black Men of Atlanta
Hall	Kwanza	Councilmember - District 2	Atlanta City Council

Hayley	Pete	CEO	Atlanta University Center
King	Cheryl	Staff Director	Transit Planning Board (TPB)
Klein	Steve	Communications Coordinator	The King Center
Koblentz	Michael		Northwest Community Alliance
Lall	Ronald	President	Atlanta Planning Advisory Board (APAB)
Maddox	Jim	Councilmember - District 11	Atlanta City Council
Martin	C.T.	Councilmember - District 10	Atlanta City Council
Mitchell	Cesar	Councilmember - Post 1 at Large	Atlanta City Council
Muller	Clair	Councilmember - District 8	Atlanta City Council
Muwwakil	Saudia	Public Information Specialist	National Parks Service
Norwood	Mary	Councilmember - Post 2 at Large	Atlanta City Council
Vance	Laraine	Manager of Planning	Cobb County DOT
Winslow	Cleta	Councilmember - District 4	Atlanta City Council

Attempts to schedule interviews with others were unsuccessful for a variety of reasons, including statements by the potential interviewee that he/she already knew about the study and had provided input through another means. A summary report of the interviews can be found later in the section.

### Speakers Bureau and Events

Members of the City staff and the consultant team participated in scheduled meetings of community groups and organizations as well as special events to provide information about the study and especially to promote attendance at scheduled public meetings. A list of meetings and events attended by the consultant team follows:

<b>Date</b>	<b>Meeting</b>	<b>Number in Attendance</b>
January 28, 2008	MARTA Public Hearing at Atlanta City Hall	30
February 1, 2008	Sustainable Atlanta Roundtable	125
February 5, 2008	South Metro Development Outlook Conference -	400
February 5, 2008	West End Neighborhood Development, Inc.(WEND)	45
February 7, 2008	Quarterly Beltline Meeting-Attendance	100
February 12, 2008	Retired Employees of MARTA	15
February 17, 2008	African Heritage Community Concert-Attendance	60
February 21, 2008	Public Involvement Advisory Group (PIAG)	15
March 7, 2008	Sustainable Atlanta Roundtable	100
March 14, 2008	Georgia Stand-UP Alliance-Attendance	40

March 19, 2008	Conference of Minority Transportation Officials	20
March 22, 2008	Green Town Hall Meeting	35
June 9, 2008	Chosewood Park Community Meeting	7
June 10, 2008	Betma Villa Neighborhood	18
June 16, 2008	Concerned Black Clergy Meeting	75
June 19, 2008	Public Involvement Advisory Group (PIAG)	15
August 24, 2008	Heritage Valley Community Association	21

## Public Meetings

The public kick off of the Connect Atlanta Plan study took place November 29, 2007 in the Atrium of Atlanta City Hall Annex. Mayor Shirley Franklin gave the keynote speech. Also participating were Commissioner Steven Cover and several City Council Members. Approximately 125 citizens participated. Participants were given an opportunity to provide input through a series of exercises and to pose questions to a panel of experts that included members of the City Transportation Planning staff and the consultant team.

Following the kick off meeting, four rounds of public meetings were organized and conducted by the project team.

**Round 1** was labeled ***Visioning***. It consisted of seven individual meetings held in December 2007 at various locations throughout the City. The primary purpose was to hear from the public relative to transportation needs and issues and to engage the public in a facilitated discussion of the vision for the city and goals for the Connect Atlanta Plan.

**Round 2** was called **Planning or Design Workshops**. This Round took place in February and March 2008 and consisted of four (4) weeklong workshops held in various locations throughout the City. The Workshops started with opening the Planning Studio to the public on Monday morning at 10 am. The Studio was open until 6 pm at which time a public meeting was convened to provide additional background information and receive more input. The Studio was open Tuesday, Wednesday and Thursday from 10 am - 8 pm. The final results were unveiled in a public forum from 6 pm – 8 pm Thursday night. The public was invited to participate with the planners and engineers at anytime while the Studio was open. This format was duplicated in four locations throughout the City.

**Round 3** took place in June-July, 2008. It consisted of seven individual meetings held in various locations throughout the City. The primary purpose was to provide feedback from the Planning Workshops and to get reaction to the initial preliminary program of projects.

**The final Round** of public meetings was held in September 2008. The meetings followed an open house format and were designed to present the final recommendations and to obtain comments and reactions.

## **Best Practices Cities Workshop**

The study team invited experts from Chicago, Charlotte and Vancouver to Atlanta to participate in a half-day workshop in January 2008 on best practices in land use and transportation planning in urban areas. The list of participants in the workshop can be found in the PIP. Some of the big ideas from the workshop included the expansion of transit as a major part of Atlanta's transportation system, the development of a system of unified governance of transportation issues, and using emerging technologies in sustainable building materials and energy efficient design to achieve fiscal and environmental benefits through transportation infrastructure.

## **Online Survey**

A 43-item Web-based survey was conducted as part of the Connect Atlanta Plan outreach to the public. The survey instrument is included in the PIP. A short form, hard-copy version of the survey instrument was developed and administered as part of outreach to the Environmental Justice Community. The short form is also included in the PIP. The results of the surveys are included later in the appendix (see page A-90).

## **City Council Work Sessions**

The Atlanta City Council was briefed three times: following Round 1 public meetings; following the Planning Workshops; and following Round 3 public meetings. The goal of these meetings was to keep Council informed of progress and to begin to develop a level of consent for the direction of the project. Summary comments from those briefings can be found later in the appendix (see page A-84).

## **Collateral Materials and Communications Tools**

The study team used a variety of materials and tools to distribute information about the study to the public and to encourage public participation in the study process. The tools include a project website: [www.connectatlantaplan.com](http://www.connectatlantaplan.com); a project business card; a contact database with 800 entries; a general media contact list with 46 entries; a support agency and organization list with 73 entries; fact sheets and meeting flyers. Except the contact database, the lists or samples thereof can be found in the Final PIP. The contact database was jointly developed by City staff and the PI consultant and maintained by City staff.

## **Lessons Learned**

The Connect Atlanta Plan is the first ever comprehensive transportation plan prepared by the City of Atlanta. Several lessons have been learned that may be helpful to future city and regional planners.

- **Constituting the Stakeholder Committee.** The study team decided after considerable discussion to depart from the traditional way of "picking" people to serve on the stakeholder committee and instead provided an opportunity for people to pick themselves. An "application" form, submitted online and via fax, was prepared that included a synopsis of the study and a few questions designed to obtain minimum

information about the applicant. The public was encouraged to go to the website and complete and submit the application and an immediate response would be forthcoming. This approach is time-consuming, but when viewed as a technique to build an informed base of support for the study and given adequate time in the schedule to promote it, this approach to setting up a stakeholder committee has enormous possibilities in terms of bringing more and new people into the planning process. Early success in establishing a large, highly motivated stakeholder committee lessens the challenge of generating attendance at public meetings.

- **Online Survey.** This is a very efficient way to gather a lot of ideas and suggestions from a relatively large number of people. The design of the survey instrument is critical. It is imperative that it is pre-tested prior to release. In addition, there should be an accompanying hard copy version for citizens who do not have easy access to computers or do not feel comfortable using them. Adequate time and resources, including resources to advertise the survey should be allocated at the beginning of the study. Again, this is a good way to build awareness of the study, test interest and uncover hot button issues.
- **Speakers Bureau and Special Events.** The study team remains convinced that this is one of the most cost-effective ways to get a study started. But adequate time and resources have to be allotted at the beginning before the pressure to organize public meetings begins. In fact Speakers Bureau and Special Events appearances are excellent ways to build support for public meetings because they build study awareness.
- **Planning Workshop.** This is an excellent way to get the public involved in a hands-on way in the planning process. The format allowed for more in-depth engagement where needed and availability that allowed flexibility in times for visitation: being transparent and available all times of day meets everyone's schedules.



## **Stakeholder Interview Summary**

### **Importance of the CTP Study**

- Transportation and growth are most critical challenges for the City
- CTP is key to establishing a detail transportation network for the City and feeds into the TPB regional transit vision

### **City's Most Critical Transportation Issues**

- Comprehensive transportation plan that includes transit, roadway, pedestrian/bicycle, and roadway linkage
- Link between transportation and land use
- Traffic congestion and long commutes
- Roadway to accommodate buses during peak hours, roadway expansion
- Transit system accessibility, connectivity and lack of public transit funding
- Inadequate sidewalks
- Pedestrian/bike accessibility

### **Expectations of the Study**

- Creative options to improve the transportation system and mobility
- Recommendations on realistic and fundable transportation investment priorities
- Recommendations on integration between land use/urban design and transportation needs
- Transportation improvement with heavy emphasis on rail (e.g. Peachtree Trolley, Beltline and the C-Loop)
- Educate the public education on the overall transportation network and realistic actions and funding requirements

### **Concerns about growth**

- Need transportation solutions to address growth in traditionally high growth areas such as Peachtree Corridor, Piedmont Park and Buckhead
- Concentrate growth in areas that support high densities, such as the Beltline
- Support smart growth that respect neighborhoods and transportation infrastructure

### **Spending Priorities**

- Transit - elevated trains
- Street/Roadway improvements
- Sidewalk expansion and maintenance
- Bicycle/pedestrian accessibility
- Traffic management and monitoring systems

### **\$1 Million transportation budget spending**

- Transit
- Sidewalks
- Existing roadway maintenance improvements
- Maintaining a grid system on streets
- Connectivity study to link various nodes of transportation; use previous studies

**Funding Source**

- Federal funds
- State funds
- SPLOST
- Developers impact fee (impact fee) towards city-wide improvements
- TAD and CID concepts used where appropriate
- Reallocation of current dollars
- Tolls
- Para mutual betting
- Small luxury taxes from hotels

**City's role in transportation**

- Transit advocate
- Participate in regional discussions
- Informing body, planning and monitoring within city limits
- Work with developers to encourage locations for growth
- Maintenance and asset management of the existing infrastructure

# **Meeting Summaries**

## ***Joint SAC/TAC Meeting***

***November 29, 2007***

## ***Meeting Summary***

***SAC/TAC Attendees: 105***

### **COA Staff Attendees**

- Steven Cover
- Heather Alhadeff
- Jennifer Hammond
- Shelley Peart
- Jeffrey Williams
- Alice Wakefield
- James Shelby
- Phillip Harris

### **Project Team Attendees**

- John Funny
- Paul Moore
- Grady Smith
- Theodore Williams
- Daniel Vargas
- Gordon Burkette
- Roger Dottin
- Joel Mann

Commissioner Steven Cover opened the meeting and welcomed everyone and turned it over to Heather Alhadeff, City of Atlanta Project Manager. H. Alhadeff thanked everyone for their participation and discussed the public visioning work sessions that will be held December 3-13, 2007 and encourage people to promote these work sessions. She then introduced Jane Franklin of GA Power, host for the meeting, who welcomed the attendees and discussed the housekeeping procedures. H. Alhadeff then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balanced transportation choices
- Orchestrate regional strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

### **Facilitated Group Discussion**

- Quality of Life
- Street Calming
  - Residential Safety
- Mechanism to Cope with Rising Values
- School Traffic
- Project Employment Centers
- Preserve Neighborhoods
- Equality
- Public Health
- Get in Front of Zoning
- Safety as a Guiding Principle
- Gradual Growth and Investment
- Freight and Commercial Traffic
- Industrial Land Use Policy
- Common Vision
- Mixed Use – Live/Work/Play
- Real Transit Options
- Senior Citizens
- Tax Impacts
- Post Study Process and Momentum
- Innovation

The results of the Facilitated Table Discussions are given below:

#### **1. Provide Balanced Transportation Choices**

- Commuter hub for region – seamless connection cross-town and radial
- Truck road space = 3-4 times car space
- What do we invest in ↔ Price Right (including parking)
- How do we regulate (how many operators); consolidate/coordinate independent shuttles, etc
- Less focus on cars in core
- Choices must be attractive, convenient, efficient, affordable (e.g. Timely)
- Secondary circulation beyond Transit Trunk Line/"Last Mile"
- Recognize market segments, different trip types (not one size fits all)
- Employer Incentives – TDM
- What is perception of success, "sexy"
- Safer exits, expand HOV lanes
- Flexible mind about transit technology
- Proximity of amenities
- Wayfinding Continuity
- Modify personal travel behavior

## **2. Orchestrate Regional Strategies**

- Encourage Transit Oriented Development (TOD)
- Regional funding mechanisms
  - ❑ Strong support for funding mechanisms
  - ❑ Examine alternative tax sources
- Involve businesses in transportation solutions
- Preserve and enhance Atlanta as Hub for passenger and freight transportation for Southeast
  - ❑ Hi-Speed Rail
  - ❑ Commuter Rail
- Organizational structure to deal with regional transportation issues
- Be consistent with other regional planning products, i.e. integration of plans
- Enhance Atlanta's voice in regional transportation issues
  - ❑ Define unique characteristics of Atlanta as regional core and to speak on those issues from a position of strength

## **3. Prepare for Growth**

- Consider all transportation modes
- Encourage growth in specific areas
- Spend transportation dollars in areas where growth is desired
- What comes first, the roads or development? Do not like congestion in single-family neighborhoods, used as cut-throughs
- Growth is already happening – Midtown, Downtown and Buckhead. Where else can it go? We can plan for it
- Growth acceptable in transitioning areas
- Need land use transportation integration
- All city services need to keep up with growth
- Need to consider regional growth
- Consider effect of regional traffic on single-family neighborhoods
- Destination points every 2,000 ft. in neighborhoods
- Target growth in Southside
- How to fund transit?
  - ❑ Talked about disproportionate benefits to suburbs for city investments
  - ❑ Commuter/Regional Transit
  - ❑ Increase excise tax/other regulatory fees
  - ❑ 1% sales – how is this possible when we are capped at 8%
  - ❑ Target impact fees to be more effective
  - ❑ Parking Authority – use fees toward transit
  - ❑ Increase cost of parking
    - Meters
    - Restricted parking
  - ❑ Increase fines on traffic violations

## **4. Maintain Fiscal Viability**

- Conserve taxable land as taxable land

- Find opportunities to reclaim land – Sufficient ARC representation in programming projects. “Think out of the Box” for funding sources and projects for Atlanta, not suburbs
- Fix It First – What impacts do projects have on city’s economy
- Explore innovative funding sources
- Analyze current funding sources for sustainability
  - ❑ Are we getting enough from freight
  - ❑ Eminent domain – can we use it
  - ❑ Who are key potential partners for land/infrastructure
- We need a “value” metric and it needs to be more Atlanta specific than a big, broad definition. This brings in smart growth, place, etc.
- Cost sharing/shared funding needs to be equitable
- Goal should be renamed “Fiscal Sustainability”

## **5. Strive for Environmental Sustainability**

### Definition of Environmental Sustainability

- Preservation of greenspace
- Physical environmental – built
- Reduction of carbon footprint\*
- Better modes of transportation
- Recycling options
- Think regionally
- Conservation of resources
- Increase mode share
- Increase transit
- Reduction of SOV
- Better storm water design (provide incentives for design)
- Transit – reliable
  - ❑ Express trains
  - ❑ Safe, desirable and effective
  - ❑ Control waste – provide recycling bins
- Tie transportation choices to air quality reduction measures
- Above ground rail/light rail
- Provide incentives for alternate transportation
- Build around our culture
- Create metric that builds on environment
  - ❑ Transportation projects should only be built if they reduce the carbon foot print
- City should provide recycling centers
- Provide education

## **6. Preserve Single-family Neighborhoods**

- Multi-family integrated into neighborhoods
- Small commercial, but coming back
- Preservation of neighborhoods, not necessarily single-family
- Do not want chopped-up houses. It has taken the City years to get over that
- How do you define neighborhoods

- Alternative single-family neighborhoods – good chunk of the city. But need to get land from somewhere else
  - How do we handle traffic? One-way streets – people drive fast. Return to two-way so it is not attractive
  - Bikes – speed bumps annoying, rumble strips bad
  - Regional mass transit
  - Moving toward a more balanced system
  - A lot of truck traffic
  - Preserving single-family neighborhoods. Preserve best and people with least voice
  - In this city, poor neighborhoods have loud voices
  - Some neighborhoods impede traffic
  - Change from single-family to residential
  - Code enforcement to keep sidewalks clear
  - Brookhaven seeing growth. Bring in restaurants and shops
  - Single-family to residential – no consensus from the neighborhoods on the character of Atlanta
  - More balanced regional system because we are the heart of the region
  - Presently, highways have damaged neighborhoods. Do not let that happen again, not just as islands or like suburbs
  - Better access in and out of neighborhoods
  - More walkable or bikable. Can not make people walk, but you can make more pleasant
  - Some mix of land use list restaurants
  - For growth, mix single and dense, but do not cause harm to neighborhoods
  - “Preserve Single-family Neighborhoods” might better read: “Preserve Residential Neighborhoods” or, simply, “Preserve Neighborhoods”
- 
- Balanced Transportation is Good for Neighborhoods: Moving toward a balanced transportation system, in which proportionally fewer people drive, will help neighborhoods deal with increased automobile traffic associated with growth
  - Slow Traffic: Traffic calming, where “cut-through traffic” can’t be avoided (for example, on primary streets that connect across neighborhoods), was universally seen as a necessary means to slow and neighborhoodize automobile traffic
  - Make it Easier to Walk: Neighborhoods need to be more walkable; this is particularly important for access into and out of neighborhoods, and access to other land uses, such as commercial areas
  - Mind the Edges: Preservation of neighborhoods, particularly single-family neighborhoods, means focusing new development into redevelopment corridors and transitioning back into neighborhoods; transitions may include the following: stepping down building heights; building service alleys between new development and existing neighborhoods; carefully designing new roads to connect from existing areas across new development, and providing second outlets for automobiles.
  - Mix Uses (Sometimes): A way to reduce the number of automobile trips is to make targeted land use changes within new neighborhoods; for example, designating neighborhood commercial nodes that residents can walk to, and locating commercial uses, such as grocery stores and pharmacies, in convenient locations at neighborhoods’ edges.

## 7. Create Desirable Places

- Must be for work/play/shopping/recreation
- Must have parks
- Mix of transportation choices
- Trees/streetscapes yield enjoyable experience
- Transportation scale must reflect character of neighborhood
- No free-flow right turns
- Bicycle-friendly
- Connect diverse communities
- More grocery stores downtown
- Experience of transportation is enjoyable
- Balanced transportation choices
- Transportation Demand Management
- Incremental planning that does not become reversed later
- Developers required to follow vision of the community
- Development required to cover impacts (i.e. traffic, schools). Environmental impacts of developments reduced (i.e. particulates, noise)
- Affordable for all income groups
- Plan needs vision for creating places desirable now (when we use transit and cars) and desirable then (when we just walk and take transit)
- World-class transit initiative

### GOALS DOT EXERCISE RESULTS

Goal	No.
Provide Balanced Transportation Choices	31
Orchestrate Regional Strategies	12
Prepare for Growth	10
Maintain Fiscal Viability	15
Strive for Environmental Sustainability	13
Preserve Single-Family Neighborhoods	10
Create Desirable Places	27
<b>Total</b>	<b><u>118</u></b>



## List of Attendees at Joint SAC/TAC Meeting

<b>Last Name</b>	<b>First Name</b>		<b>Last Name</b>	<b>First Name</b>
Alexander	Angela		Marcus	Michelle
Alhadeff	Steve		Mayes	Shelby
Barry	Rogers		McBrayer	Ed
Bastian	Aaron		McWilliams	Matthew
Becker	Lauren		Meadows	Chuck
Benjamin	Saskia		Metze	Marie
Beynart	Kay		Miles	Eileen
Blass	Jill		Miller	Bill
Boronni	Alessandro		Miller	Jannine
Brewer	Monique		Miller	Michael
Carlsten	Jon		Morgan	Jason
Certaill	Gordon		Morgens	Sally
Clayton	Randy		Newmark	Gerry
Clonts	Sam		Norwood	Mary
Colbow	Drew		Olansky	Dianne
Cook	Myron		Parker	Sally
Crawford	Douglas		Payne	Barbara
Crocker	John		Perkins-Hooker	Patrise
Curtis	Tivona		Pines	Erica
Dusenbury	George		Porterhall	Martha
Dworet	Frazier		Ranney	Eric
Edwards	Amy		Reich	John
Emery	Laurel		Riley	Thayra
Fairley	Steve		Robinson	Chauncey
Flocks	Sally		Rollin	Antoine
Flocks	Sally		Rosenbaum	Josh
Friedman	Dan		Rudy	Harvey
Gravel	Ryan		Schneider	Heidi
Greene	Edith		Schneider	Jim
Greenwell	Douglas		Sears	Charles
Grether	Paul		Serna	Rebecca
Haefner	Ed		Shelby	Renee
Hammond	Regan		Sherwood	Ron
Haynes	David		Smith	Myles
Hicks	Matthew		Smith	Valerie
Horn	Richard		Sobol	Brent
Hornbein	George		Starling	Denie
Hunter	Michael		Starling	Denise
Ingle	Louie		Thompson	Amanda
Jennings	Tom		Timms	Daniel
Johnson	Larry Felton		Todd-Crooks	Jennifer

Kahan	Deborah		Touchette	Barbara
Katz	Byron		Trimble	Grace
Kedir	Nursef		Turner	Shunnea
Keepler	Harvey		Usher	Bertha
King	Tyler		Vin	Todd
Knapp	Weslee		Vivian	Matt
Knowlton	Elizabeth		Walker	Steve
Lavandier	Jessica		Wall	Michael
Lawlor	Shane		Walmsley	Bob
Liebl	John		Wattenberg	Liz
Mahan	Brendan		Williamson	Cain
Manning	Janet			

Total Attendees – 105

# ***Stakeholder Advisory Committee Meeting February 7, 2008 Meeting Summary***

**SAC Attendees: 41 (see Exhibit A)**

**Other Attendees:**

- Byron Rushing
- Marianne Tomashefski

**COA Staff Attendees**

- Heather Alhadeff
- Shelley Peart
- Jeffrey Williams
- Phillip Harris

**Project Team Attendees**

- John Funny
- Paul Moore
- Grady Smith
- Theodore Williams
- Daniel Vargas
- Gordon Burkette
- Sarah Constantine

Phillip Harris opened the meeting by welcoming committee members, introducing the Project Team and reviewing the meeting agenda. He then introduced Paul Moore who gave a PowerPoint presentation focusing on the traditional transportation planning process and the mythological approach that will be used for the Connect Atlanta Plan. A major theme of the approach is that instead of land use determining trip generation and subsequent transportation improvements, transportation planning and improvements should determine land use. If this occurs, transportation improvements will anticipate and accommodate growth instead of reacting to it. More specifically, if a human scale of walkability and environmental, fiscal, and neighborhood sustainability objectives are adhered to, a congruent regional strategy should result and produce a balanced menu of equitable transportation choices that accommodate growth.

Following the presentation, committee members were organized into four discussion groups to help flesh out key topics that will be introduced at the upcoming Planning Workshops. Facilitation Teams rotated among the groups to discuss the following topics:

- Transit
- Hot Spots
- Freight/Trucking
- Sidewalks/Walking

The results of the four facilitated group discussions are summarized below:

## 1. Transit

### Discussion Points:

- What, if anything, would make you more likely to use transit regularly
- How should we decide where rail (streetcar/light rail) is appropriate and where bus (full size or shuttle) is a better fit
- Should potential ridership from existing areas of potential investment/ redevelopment of new areas be a bigger driver of transit investment
- Would transit frequency for bus or rail be a strategy you think would help increase ridership
- Do you feel ridership increases would help reduce auto traffic

### Comments:

- MARTA reliability is an issue
- Provide signs on buses, zones, convenience, schedules at stops
- Rail system not sufficient
- Better bus stops
- Marketing: more could be done
- What kind of transit? Not heavy rail for interior Atlanta
- Provide dedicated lanes for buses
- Provide trolley services
- Use in-road system instead of overhead wires for streetcars
- Instead of tracks, use rubber tire trolleys
- Provide more frequent service - shorter headways during non-peak hours
- Need more express buses to places, especially malls and especially on weekends
- More express bus routes needed to connect different parts of the city or major destinations, not just for commuters
- Better connections
- Faster service
- Less hazards
- Park and ride lots
- Efficiency
- Need to provide internal connections (east-west not just north-south) – intown circulators
- Using the same fare systems
- Feeder systems for neighborhoods
- Direct routes, less transfers
- Study the traffic patterns when selecting routes
- Safety not an issue – officers always present
- Bus stops are not pleasant
  - ❑ safety issues
- Safety: robberies on/at stations and on trains at night.
- Address safety through design: better sight lines, lighting at stations
- Provide higher densities around stations
- Improvement of the overall stations
- Go to places where people actually go – east/west connections
- Bus stops not properly marked – electric message boards needed at stops to display schedule information
- More passenger shelters
- Functionality of bike racks on buses – they don't always work
- Rail is preferred technology

- Type of transit – trains first, then buses
- Dedicated ROW where available
- Make it obvious that a lane is for buses
- Signal prioritization
- Provide more options – attractive, connectable, reliable
- Provide effective marketing of the transit system
- Transit should be combined with land use changes
  - ❑ Land use should respond to transit and transportation options
- Transit can help to guide growth
- Lower wait times
- Build rail system where traffic is actually coming from
- Rail system killed bus schedules in neighborhoods
- Rail does not currently go where it is needed
- Buses caught in congestions
- System needs to be subsidized by the state
- Drivers not willing to wait for riders
- Smaller neighborhoods need better connectivity
- Transit centers should be more welcoming and reflective of the neighborhood.
- Connectivity of the last mile

## 2. Hot Spots

Discussion Points:

- What unsafe or unwalkable areas are vital for us to consider during the workshops
- Congested intersections
- Geometric problems
- Points out delays in transit bus/rail or bike

Comments:

- Deckner Ave., Sylvan Road and Brewer Blvd.
  - ❑ Traffic circle versus traffic lights
- Williams Street exit
  - ❑ Difficult to turn left and re-enter highway
  - ❑ Entrance and exit ramps, north and south, are too congested
- Metropolitan and Cleveland
  - ❑ No ADA enhancements – no sign for visual and hearing impaired
  - ❑ Sidewalks – too narrow for wheelchairs
  - ❑ Kroger CitiCenter Shopping Plaza – need for repair for impaired and regular pedestrians
- I-20
  - ❑ Moreland, westbound exit – no traffic light for southbound traffic
  - ❑ Boulevard, westbound exit – two exit lanes with only 1 turn lane onto Boulevard
- I-85 and GA 400 merge – traffic stops because merge lanes are too short
- GA 400, I-85 and I-75 – merge lanes are too short and need lengthen
- I-20 eastbound onto I-75/85 – two lanes exiting northbound that blocks southbound traffic. Need dedicated southbound lane.
- Fairburn and Cascade Roads
  - ❑ Traffic is too heavy; no place for additional congestion and sidewalks
  - ❑ South on Fairburn – no sidewalks
- I-285 interchange from I-20W – cut off MLK exist and travel on Fairburn under bridge abutment – need additional lanes
- 166E – Sylvan/Lakewood Ave – Truck and Industrial Parks have heavy freight traffic

- ❑ Road is too narrow and need pedestrian enhancements, improved traffic signalization and lane enhancements
- ❑ Utility polls are being destroyed because of too narrow lanes
- ❑ Senior High Rise sits in this heavy industrial area that creates dangerous situations for regular and physically impaired traveling on street
- Buckhead – Piedmont, Roswell and Habersham
  - ❑ Alleyway between JW Marriott (formerly Swiss) Hotel – no signals that creates a bottleneck for traffic entering Peachtree Road
  - ❑ Reduce entrance points onto Peachtree – combine access points to share among businesses
- Monroe and 10<sup>th</sup> Street – difficult for pedestrians; there is crossing only on one side
- Cleveland and Perkerson Park – there are 4 overpasses that need improvement in lighting and drainage. Public art would be an improvement
- Metropolitan and RDA – signalization need improvement. Consider traffic circle concept
- Too many one-way streets; consider changing to increase traffic flow particularly Spring, West Peachtree and Williams streets
- I-75/85 Fulton Street northbound exit – insufficient signalization and pedestrian access
- Williams and Ivan Allen Jr. Blvd – insufficient signalization and traffic access
- Briarcliff, Ponce de Leon and Moreland
  - ❑ Briarcliff/Ponce – traffic is horrible. Improve signalization and insufficient left turn
  - ❑ Moreland from Ponce – improve signalization and pedestrian access
- Piedmont Park and 14<sup>th</sup> Street – pedestrian access is limited and need improvement
- Crosswalks should be painted a bright neon color
- Roswell Road – not enough crosswalks and signals
- Traffic signals not geared for pedestrians – too short in duration (ex: Piedmont Hospital). As a result, too concerned with car movement and not pedestrians
- Neighborhood and City speed limits should be lowered and enforced
- Peachtree and Lenox Road intersection – huge intersection that need improvement
- Piedmont, North Ave., and Ponce de Leon – remove giant construction sign (into street) on sidewalk that blocks 100% of pedestrian access
- I-285 at Cascade Road exit – northbound lanes backup onto expressway due to congestion on Cascade. Improve signalization is needed (the signals frequently malfunction)
- Buckhead Loop and Piedmont Road – need to be more pedestrian friendly
- West Peachtree – bike lanes are too narrow (although they are in accordance with standards) especially for the volume of traffic. As a result, cyclist can get doored
- Atlantic Station bike lanes – too wide. As a result, cars drive in them
- Bike lanes should be different color. Consider bike boxes as in NY and Europe that would allow bikes to turn left in front of cars
- Castleberry Hills – Pharr & Walker – not a “T” at stop. As a result, cut-thru traffic uses it and speed and often do not stop at stop sign
- Garson and Piedmont – north and south – U turns should be disallowed
- Peachtree, West Peachtree and Pershing Point – improved signalization needed
- Spring and 14<sup>th</sup> Street – need improvement
- Peachtree Battle @ Habersham – separate for pedestrian and cars. Pedestrians often use bike lanes because landscape trucks force cars into additional lanes
- Spring St. & 3<sup>rd</sup> – improve for pedestrians to cross
- South on Piedmont toward Morningside
  - ❑ Left turn onto Morningside is a nightmare
  - ❑ Trucks take-up an entire lane @Smith’s Bar
- South on Peachtree @ Lindbergh – left turn cars are stuck out on Peachtree due to street curvature creating dangerous conditions
- Mitchell @ Capitol Ave – shutdown during legislative session will create a congestion nightmare
- Ponce de Leon @ Kroger Shopping Center – turning left onto Ponce is a nightmare

- South on Ponce de Leon – trucks over 20” should not be allowed to turn right on North Highland
- I-85 toward Atlantic Station – merge too short and creates massive backup
- Courtland dumps onto International at very high speeds
- Bicycle lanes need to be on streets that are more conducive to bicycles other than Peachtree. Possible Alternatives: could be to use Juniper/Courtland for Southbound and Piedmont for Northbound travel

### 3. Freight/Trucking

#### Discussion Points:

- Given that the City is committed to preserving some areas of industrial use, how can we effectively accommodate truck movements to and from these areas
- Do we want to consider re-use of rail facilities (such as yards) if it means these functions would convert from rail to truck trips
- Truck routes may need to be re-analyzed. Do you fee that while undesirable, there are routes that need to be redesigned (new or validated) especially if part of a system
- Some intersections may need to be changed to accommodate truck traffic (which can help reduce vehicular congestion) but could be counter to QOL goals. What should we do in such situation

#### Comments:

- Identify where freight is coming from and going to
- Can freight just passing through be more effectively re-routed around Atlanta
- Can we negotiate with railroads for more quiet zones, and a lot more visual screening
- Charge trucks for passing through
- We need better enforcement to keep trucks off the 75-85 Connector
- Multi-task rail capacity. Freight tracks can move commuters too
- Railroads are a part of our heritage
- Beltline and Hulsey yard dilemmas
- Sidewalks vs. rail traffic
- Land use and context should trump truck needs
- Identify truck routes
- Make smaller trucks do the delivering in the city (some for, others against)
- Don't allow GDOT to classify roads
- GDOT is always negative towards pedestrian priorities
- New GDOT leadership is changing that orientation.
- How must we accommodate current business trends
- Trucks bring the goods but stink, make too much noise, and poison the air
- Jonesboro Road and Henderson Mill Road is a HOT SPOT
- Smaller and quieter, cleaner trucks can be required
- Just because a piece of land is currently zoned “industrial” doesn't mean that it is appropriate for it to remain industrial
- Most industrial parcels were once served by rail lines and particularly rail sidings that have all too often been abandoned
- It is incompatible to have genuine industrial uses contiguous with dense urban residential areas
- In planning for transportation choices, we can and must develop a set of metrics that will balance the equities of all stakeholders

## 4. Sidewalks/Walking

### Discussion Points:

- Is a City goal of 100% sidewalk coverage a good thing
- Should the use of public funds to improve walking conditions be on par with transit and streets
- Should some areas (e.g. schools, transit centers, etc.) have a higher priority than others
- Is maintenance more important than new construction
- In non-priority areas, would a sidewalk on one side of the street be adequate
- How important are streetscapes along sidewalks

### Comments:

- 100 % City sidewalk coverage is a good thing
- Sidewalks on both sides of the street should be focused on demand or at least along major streets in major neighborhoods
- Focus should be placed on maintenance of the sidewalk system for an aging population
- Sidewalks on one side of the street should depend on the traffic on that road or the neighborhoods that they are in
- If sidewalks are on one side of street, they can be balanced with bike lanes on the opposite side. Share the road
- If sidewalks are not on both sides of the street and gaps exist, these gaps should be closed with crosswalks
- Sidewalks should depend on ROW considerations
- Priority for sidewalks should promote consistency and continuity in the system
- Priority areas should be around bus stops and stations, schools, churches, public facilities, employment centers, mixed use areas, etc
- Attention should be placed on curb cuts and ADA accessibility
- There should be a street-by-street analysis for streetscaping and design needs
- Should look at desire lines. Respond to places where “goat-paths” exist
- Consider mid-block pedestrian crossings
- Impact fees to new developments to build sidewalks
- Civic association reimbursements to encourage homeowners to maintain sidewalks
- Sidewalks on one side of street should depend on the volume of traffic on the roadway (mixed opinion)
- Be smart with resources, sidewalks on every street in the city is not realistic
- Enforcement of maintenance of sidewalks should be greater
- Consistent standards concerning things like drainage, buffer, etc
- Better designs
- There should be variety to best fit the area
- City should be required to build and maintain the sidewalks
- Mid-block crossings should be a policy
- Priority one should be replacing dangerous sidewalks
- Create greater sidewalk vision – see how people fit into the plan
- Look at density, users and volumes to decide if sidewalks are needed on one or two sides of the street
- Grass buffers should be required
- Modes (transit, streets, etc.) should be balanced since each link is important
- Sidewalks should be built and maintained to the same level as streets
- Prioritize sidewalks around bus stops and any transit facilities
- Design sidewalks based on street type and major corridors
- Sidewalks on one side of the street are better than no sidewalks
- Need to balance costs



- City should pay for maintenance. Sidewalks should be fixed first and then look at adding new sidewalks
- If trees, etc. are put on sidewalks we need to ensure that they do not damage the sidewalk in the future. Head room need to be clear of limbs, or other obstructions, etc.

Areas of concern:

- Jonesboro Road/Park Ave
- Macon Drive and Lakewood Avenue
- Waseca Drive has bad design
- Habersham Drive in Buckhead

At the conclusion of the facilitated discussion exercise, H. Alhadeff thanked the members for their participation in the process and encouraged everyone to complete the CTP On-Line Survey and to have their friends/colleagues complete the survey also. She reminded the members of the upcoming Planning Workshops and asked members to spread the word.

### Written Comments

- Well done. Enjoyed the variety of topics, right amount. Glad to see dedicated note takers
- One idea: When you are asking us for solutions sometimes, we have no idea what possibilities exist → if you give us one of two possible ones, it helps us visualize and our ideas can move from there. Also, draw a picture of a problem situation → people can provide solutions much more easily
- Main presentation did not accurately report transit availability and negatively reported on too many instances that transit cannot/will not work. He needs to check his information and report correctly. Also, all of his examples were from Savannah, Irwin, CA – someplace else and not Atlanta. He talks about how to handle short and long trips, but did not tell us what our problem is here in Atlanta. His presentation was too generic – not specific enough. He praises Atlantic Station transit and does not recognize that they added transit as an afterthought. Could have worked better if it was planned as a part of original design

### List of Attendees

#	Last Name	First Name
1.	Barry	Rogers
2.	Beynart	Kay
3.	Bonacuse	MIKE
4.	Boronni	Alessandro
5.	Brown	Naomi
6.	Cobow	Drew
7.	Crawford	Douglas
8.	Donaldson	Naomi
9.	Dworet	Frazier
10.	Flocks	Sally
11.	Gordon	James
12.	Gravel	Ryan
13.	Greene	Edith
14.	Greenwell	Douglas
15.	Horn	Richard
16.	Hosking	David
17.	Ingle	Louie
18.	King	Cheryl

<b>19.</b>	Knowlton	Elizabeth
<b>20.</b>	Lam	Jeffrey
<b>21.</b>	McWilliams	Matthew
<b>22.</b>	Miles	Eileen
<b>23.</b>	Miller	Bill
<b>24.</b>	Narula	Navneet
<b>25.</b>	Olansky	Dianne
<b>26.</b>	Owen	Jeff
<b>27.</b>	Porter	Mary
<b>28.</b>	Richards	Cathy
<b>29.</b>	Riley	Thayra
<b>30.</b>	Rudy	Harvey
<b>31.</b>	Shah	Anuj
<b>32.</b>	Shah	Pradeep
<b>33.</b>	Snyder	Paul
<b>34.</b>	Tommie	Flora
<b>35.</b>	Touchette	Barbara
<b>36.</b>	Usher	Bertha
<b>37.</b>	Vivian	Matt
<b>38.</b>	Walker	Ron
<b>39.</b>	Wilkatis	Steve
<b>40.</b>	Winter	Joe
<b>41.</b>	Zuyeva	Lyubov

***Technical Advisory Committee Meeting  
February 8, 2008  
Meeting Summary***

**SAC/TAC Attendees:**

- Nate Conable
- John Crocker
- Sally Flocks
- Paul Grether
- Regan Hammond
- David Haynes
- Shelley Lamar
- Angie Laurie
- Jessica Lavandier
- Shelby Mayes
- Brian McHugh
- Shannon Powell
- Rebecca Serna
- Ron Sherwood
- Patrick Vu
- Don Williams

**COA Staff Attendees**

- Heather Alhadeff
- Shelley Peart

- David Carter
- Jeffrey Williams
- Phillip Harris

**Project Team Attendees**

- John Funny
- Paul Moore
- Grady Smith
- Theodore Williams
- Gordon Burkette

Heather Alhadeff opened the meeting by welcoming the TAC members and thanked them for their participation in the Connect Atlanta planning process. She proceeded to promote the upcoming Planning Workshops and encouraged everyone to complete the CTP On-Line Survey and to have their friends/colleagues complete the survey. She then turned the meeting over to Paul Moore. P. Moore presented a Power Point presentation and discussion on the Connect Atlanta Planning process and the evaluation methodology and criteria that will be used on the project. Given below are the major discussion points that were made during the presentation/discussion:

- Transit-share slide: several suggestions to add the following cities either because they are comparable to Atlanta or their transit characteristics are worthy of consideration:
  - Los Angeles, CA
  - Washington, DC
  - Dallas, TX
  - Houston, TX
- Walking modal share – add a slide
- Definition of “walkability” – add density and design of the environment as components of the definition
- Bike facilities – include the following factors in the bike facility measure:
  - Bike rack availability
  - Bike facility standards
  - Street appropriateness
    - Lane width
    - Traffic volume
    - On-street parking
    - Signage
    - Posted speeds
- Public Health and Safety Goal
  - Add safety measures by transit type
  - Consider whether bikes and sidewalks are based on where they are constructed – density and latent demands
- Prepare for Growth Goal
  - Consider “Program” versus “Project” – what are the required behavioral changes
    - Parking policies and availability
    - TMA activities
- Set transit density thresholds – relating to transit implementation
- Fiscal Sustainability Goal
  - Measure benefits due to modal shift
  - Assess transit operating cost versus street operating cost
- Environmental Sustainability Goal
  - Assess modal implication
- Neighborhood Goal
  - Incorporate preservation
  - Incorporate community facilities
  - Incorporate preservation of railroad corridors
- Freight Goal
  - How are freight movements incorporated in the planning process
- Desirable Places Goal
  - Incorporate affordable transportation

***Technical Advisory Committee Meeting  
May 14, 2008  
Meeting Summary***

**TAC Attendees:**

- Nate Conable
- John Crocker
- Sally Flocks
- Paul Grether
- Michael Kray (representing Laura Keyes)
- Angie Laurie
- Brian McHugh
- Rebecca Serna
- Denise Starling
- Antonio Valenezuela (representing Angela Parker)
- Don Williams

**Other Attendees:**

Zoé Chamberlain  
Lt. D. Wade  
James Wagner  
David Weir

**COA Staff Attendees:**

- Heather Alhadeff
- Shelley Peart
- Jeffrey Williams
- Phillip Harris

**Project Team Attendees:**

- Paul Moore
- Grady Smith
- Gordon Burkette

**Summary of Discussion Points**

- Level of minority participation in surveys is low. Increased minority participation through on-location completion at malls/grocery stores in West End, Greenbriar areas and various MARTA stations
- Low bicycle ridership in City due to lack of bicycle lanes and danger from discourteous drivers. Look at Seattle and Denver bicycle models as more facilities will increase demand
- Off-street parking
- Bridges pose a big problem for MARTA
- Sidewalk improvement needed because people are willing to walk ½ mile versus ¼ and even more
- Elimination of barriers to increase system connectivity

# **Stakeholder Advisory Committee Meeting**

## **May 28, 2008**

### **Meeting Summary**

Phillip Harris opened the meeting by welcoming committee members and reviewing the meeting agenda. He then introduced Paul Moore who gave a PowerPoint presentation focusing on candidate projects developed during the 4-multi-day Public Workshops held during February-March 2008; the Project Evaluation Process and outlining the process to seek written input from SAC members for inclusion in the Final Study Report. The presentation is incorporated in this meeting summary by reference (it is posted on the project website).

#### **Summary of Discussion Points**

- Where any design options considered for bicycle lanes except bike sharing the roadway  
**Reply:** no, except for parks
- What about slightly raised median to separate bike lanes from the rest of the roadway  
**Reply:** That option would pose problems because there would be no flexibility if the cyclist needed to move out of the path
- What type of conversation with GDOT regarding the approach of modifying interchanges  
**Reply:** GDOT is member of TAC and a meeting will be set-up with GDOT to discuss this possibility
- What will happen to existing connections if interchanges are removed as described (Spring/West Peachtree/Freedom Parkway)  
**Reply:** the connection will still exist, just may be slower
- Has consideration been given to constructing a greenway cap on below-grade portions of the downtown connector  
**Reply:** several possibilities are being reviewed: MLK and Peachtree/Ralph McGill; MMPT
- Has consideration been given to connecting the BeltLine to the Bankhead Station  
**Reply:** alternative alignments are being considered
- Is it possible to consider the Ponce and Moreland Transit lines as one project  
**Reply:** the possibility will be considered
- Is there an assumption that local bus and circulator improvements will be included in the Transit Network  
**Reply:** yes, the plan will recommend these types of improvements
- Where did the concept of going from 50 to 30 miles per hour come from  
**Reply:** Studies on the quality of travel
- Are there freight/goods movement representatives on SAC  
**Reply:** No, but outreach to this communities have been made

#### **SAC Work Groups**

SAC members were divided into work groups to start formulating written input on the question of "What Do You Want The Plan To Accomplish". The work groups were to continue deliberating outside of the meeting and submit their documents to Paul Moore by June 18<sup>th</sup>. Attachment I presents the two reports that were submitted along with an additional SAC member report for inclusion in the final study report.

- Build support for a parking tax that provides funding for transportation projects while encouraging people to reduce car use, thereby moving Atlanta away from its auto-centric past.
- Provide a vision that citizens can embrace that will last beyond this mayor's term of office.
- Provide a guide for public and private transportation investments that looks at growth opportunities in a holistic way rather than providing reactive band-aids quick fix solutions to narrowly defined problems.
- Enable Atlanta to better represent its interests when participating in the regional process for allocating federal transportation funds.
- Identify strong projects and potential local funding sources that enable areas of the city that are not organized as business improvement districts to attract a fair share of federal transportation funds.
- Help preserve neighborhoods by attracting retail and increasing connectivity and pedestrian facilities, thereby reducing residents' dependence on cars.
- Strengthen Atlanta's ability to defeat state road projects proposed for Atlanta that are not in the best interest of the City of Atlanta.

Stakeholder Advisory Committee Meeting: Breakout Session Notes - May 28, 2008

**Focus: What do you want the plan to accomplish?**

Sushan: Transit Oriented Development, Transit Oriented Re-development, Increase Density, Increase ridership on existing MARTA rail, get people used to riding (Arlington, VA as example)

Tyler: Re-evaluate existing Zoning & Planning ordinances, Incenting good behavior while taxing bad behavior

1. Get off ground
2. Get most "bang for buck"
  - 2.1. Powerlines underground
  - 2.2. Developer incentives for front end environmental and utility work
3. Viable implementation
  - 3.1. The hierarchy matrix shown in the presentation illustrating project priority was impressive
4. "How to pay for it?" most important question
  - 4.1. Gov't will not listen if it's not economically feasible
5. Capturing the Region, not just the city (economically?)
6. Explore other revenue alternatives (not just parking space tax)
7. Street Master Plan
  - 7.1. Accountability for developer to implement Street Master Plan
8. Environmental Sustainability
  - 8.1. Research and present city with financial studies regarding "green" standards (i.e. stormwater management)
9. Sidewalk hierarchy is important (i.e. wider, unobstructed sidewalks in dense urban areas)
  - 9.1. Sidewalks current lead to nowhere
  - 9.2. Connectivity
  - 9.3. Pedestrian Safety

***Technical Advisory Committee Meeting  
August 8, 2008  
Meeting Summary***

**TAC Attendees:**

**Other Attendees:**

**COA Staff Attendees:**

- Heather Alhadeff
- Shelley Peart
- Phillip Harris

**Project Team Attendees:**

- Paul Moore
- Gordon Burkette



# ***Stakeholder Advisory Committee Meeting August 14, 2008 Meeting Summary***

**SAC Attendees: 28 (see Exhibit A)**

**Other Attendees:**

- Suzanne Bair
- Russell Baggett
- Taylor Frame
- Bruce Rose
- Sybil E. Smith
- Frank Summers
- Barbara Thomas
- Synge Tyson

**COA Staff Attendees**

- Steven Cover
- Heather Alhadeff
- Shelley Peart
- Phillip Harris

**Project Team Attendees**

- Paul Moore
- Gordon Burkette
- Roger Dottin

Heather Alhadeff opened the meeting by welcoming committee members to the final SAC meeting. She then introduced Paul Moore who gave a PowerPoint presentation of the draft street projects.

Next, committee members were organized into four discussion groups to discuss prioritization of the proposed transit lines. Facilitation members rotated among the groups to answer the questions.

The results of the four facilitated group discussions are summarized below:

**1. Group One**

- Focus on underserved areas
- Look at footprint of City of Atlanta
- Have greatest impact on the largest footprint
- Balance demands of high traffic areas

**2. Group Two**

- Marietta – Ponce
- Edgewood
- Pryor to Lakewood
- D. L. Hollowell

### 3. Group Three

- Increasing number of MARTA stops on the current line and developing heavy density around each stop
- BeltLine in its entirety
- Marietta/Ponce de Leon
- Peachtree StreetCar
- Campbellton Road
- Moreland
- D. L. Hollowell
- Westside Park Extension

### 4. Group Four

- Peachtree StreetCar and BeltLine (tied for No.1)
- Ponce de Leon
- Edgewood/Auburn
- D. L. Hollowell
- Campbellton Road
- Moreland Ave.
- Boulevard
- Connection: Moreland to Glenwood Park
- C-Loop
- Memorial StreetCar
- Piedmont StreetCar
- Need more transit than N/S options

P. Moore then asked attendees to complete the following exercise: If you were given \$1, how much would you spend on the following:

- Transit
- Sidewalks
- Maintenance & Supplies
- Streets
- Bikes

The results are detailed on Exhibit B.

## Summary of Discussion

### General Discussion Points

- Ranking of Freedom Parkway and I-75/85 redevelopment did not perform well – did not perform well because there is no major beltline stop north of this development and there is a circulator that serves the area
- Consider weighted goals versus all seven goals equally
- All a Final Goal: Reknitting the Urban Fabric
- First option should be to manage congestion versus solving it
- Balancing act for projects – not all projects will include congestion relief
- Real issue is to reestablish the public realm. Reclaim the public land that makes the city livable
- Transit Demand Model has severe limitations based on assumptions. Models are not dynamic to the real world and cannot be rely on it totally. The model serves suburban and ex-urban and not urban very well
- Changes funded by combination of private and public partnerships
- Prioritize high speed and heavy traffic connections; connections between destinations

### Bike Paths

- Longest bike segment which is Benjamin Mays

### Sidewalks

- Need deficiency and positive index for sidewalks

### Street Rankings

- Street rankings include building new and redesign of existing streets. Everything used by a car fall into the street category

At the conclusion of the discussion, P. Moore discussed the remaining schedule for the project including the upcoming public meeting schedule. He also encouraged everyone to help spread the word.

### **List of Attendees**

<b>#</b>	<b>Last Name</b>	<b>First Name</b>
<b>1.</b>	Arora	Sushan
<b>2.</b>	Barry	Rogers
<b>3.</b>	Becker	Lauren
<b>4.</b>	Brown	Brenda
<b>5.</b>	Coyle	Elizabeth
<b>6.</b>	Dworet	Frazier
<b>7.</b>	Flocks	Sally
<b>8.</b>	Hayley	Pete
<b>9.</b>	Horn	Richard
<b>10.</b>	Hornbein	George
<b>11.</b>	Katz	Byron
<b>12.</b>	King	Cheryl
<b>13.</b>	Kurtz	Glen
<b>14.</b>	Lam	Jeffrey
<b>15.</b>	Marcus	Michelle
<b>16.</b>	Miller	Bill
<b>17.</b>	Neumark	Gerry
<b>18.</b>	Olansky	Dianne
<b>19.</b>	Richards	Cathy
<b>20.</b>	Rudy	Harvey
<b>21.</b>	Schneider	Heidi
<b>22.</b>	Smith	Myles
<b>23.</b>	Sobush	Katie
<b>24.</b>	Usher	Bertha
<b>25.</b>	Wattenberg	Liz
<b>26.</b>	Winter	Joe
<b>27.</b>	Zatlin	Linda
<b>28.</b>	Zuyeva	Lyubov

No.	Transit	Sidewalks	Maintenance & Signalization	Streets	Bikes	Total
1.	.40	.05	.10	.40	.05	1.00
2.	.40	.15	.15	.25	.05	1.00
3.	.40	.05	.25	.25	.05	1.00
4.	.40	.075	.20	.30	.025	1.00
5.	.50	.10	.15	.15	.10	1.00
6.	.40	.10	.15	.30	.05	1.00
7.	.34	.18	.20	.18	.10	1.00
8.	.30	.20	.15	.15	.20	1.00
9.	.65	.05	.12	.13	.05	1.00
10.	.45	.15	.20	.15	.05	1.00
11.	.25	.10	.35	.15	.15	1.00
12.	.30	.15	.10	.30	.15	1.00
13.	.40	.05	.40	.10	.05	1.00
14.	.20	.05	.50	.20	.05	1.00
15.	.30	.18	.20	.20	.12	1.00
16.	.45	.10	.10	.30	.05	1.00
17.	.40	.20	.20	.15	.05	1.00
18.	.50	.25	.10	.10	.25	1.00
<b>Total</b>	<b>7.04.</b>	<b>2.19</b>	<b>3.62</b>	<b>3.76</b>	<b>1.60</b>	
<b>Avg</b>	<b>.39</b>	<b>.12</b>	<b>.20</b>	<b>.21</b>	<b>.09</b>	

***Public Work Sessions  
Outreach District 2 Northside  
E. Rivers Elementary School  
December 3, 2007  
Meeting Summary***

**Public Meeting Attendees – 60 (including Councilperson Mary Norwood)**

**COA Staff Attendees**

- Steven Cover
- Heather Alhadeff
- Michael Fleming
- Jennifer Hammond
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

**Project Team Attendees**

- John Funny
- Paul Moore
- Grady Smith
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin

Commissioner Steven Cover opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manager, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

## Facilitated Group Discussion

- Incorporate needs of seniors and the disability community in the planning process
  - ❑ Senior zones
- Tie-in transportation to health considerations
- Incorporate “complete streets” principle of considering needs of all users – pedestrians, bicyclists, motorists and transit riders of all ages and abilities
- Add “realistic” to the fiscal viability goal – realistic fiscal plan
- Provide economic incentives to change transportation
  - ❑ Fiscal responsibility versus sustainability
  - ❑ Create a realistic fiscal plan
- Revitalize existing MARTA system
  - ❑ Analyze land use element
- Incorporate small-scale “vehicles” public transportation, especially to accommodate the needs of an aging population
- Promote mixed-used TOD around transit stations
- Need to define “desirable places”
- Consider mobility “all modes, including pedestrian” versus transportation
- Consider balanced transportation choices, linking different types of transportation to density levels
- Manage growth so that we do get overwhelmed by it
  - ❑ Manage according to the Atlanta Strategic Action Plan (ASAP)
- Develop mechanisms that allow residents on fixed and low incomes to remain in their neighborhoods
- Outline how goals will be measured, prioritized and implemented
- The CTP should be a flexible, sustainable and “living document”
  - ❑ Build into all goals the flexibility to change as circumstances change
  - ❑ Link transportation with land use and zoning

## Written Comments:

- Implement plan to ensure some funding comes from those who come into the city to work, eat and shop, but don't live in the city limits
- Ease to reach transportation – I live in the city, but have to drive to ride MARTA. Once I am in the car, I am most likely to continue in my car
- Thanks! I seek more meetings and more importantly information on:
  - ❑ plans
  - ❑ recommendation from your organization
- I am impressed with your approach and outreach to the public
- Invest in what is already there!
- Priority should be given to mix of uses, diversity, options of housing as well as transportation
- A transportation plan will never be successful without the constituents its attempting to serve
- Incorporate parks, neighborhood-scale development, civic amenities in this plan
- Walkable streets are essential. If you want to get people out of cars – widen sidewalks, separate from traffic and have interesting things to look at
- Mass transit must improve
- Atlanta's Traffic Engineering Department is either ineffective or incompetent:
  - ❑ Light timing
  - ❑ Turn lanes
  - ❑ Traffic lights

The results of the Facilitated Table Discussions are given below:

### **1. Provide Balanced Transportation Choices**

- “Complete Streets” Walk, Bike, Transit, Car – in that order
- Better (pedestrian) connections
- Include trips other than peak hour commute
- Cross-town transit options
- Manage demand (e.g. telecommuting)
- World-class transit including regional suburban (commuter rail) trains; subways (beyond current MARTA)
- Destination (rather than “feeder”) buses
- Get over bias that local transit bus service is just for low income riders
- Neighborhood jitney/small vehicle shuttle
- Adequate parking for transit customers, not employees in area, at TODs
- Reuse/share railroad infrastructure
- Implement (1995) on-street bike plan
- Traffic engineering mindset: signal timing, curb cuts, turn lanes, i.e. to optimize transit, bikes

### **2. Orchestrate Regional Strategies**

- Focus on unique characteristics and competitive advantages as the urban core (Atlanta)
- Define what is meant by “Orchestrate Regional Strategies”
- Recognize employment centers and the mobility needed to get to them so neighborhoods and employment centers can co-exist, i.e. tunneling from Cobb County to Buckhead Epicenter of mobility going away
- Mass Transit – focus on implementing strategies for 18-county region
- Identify common goals and strategies that everyone in the region can support. Develop mechanisms to implement those strategies and specific projects
- Build BeltLine Transportation Component simultaneously with other component and commit to rapid transit system

### **3. Prepare for Growth**

- Appropriate growth for the surrounding neighborhood. Need proper transition from high-density to single-family neighborhoods
- Look at MARTA routes
- Allow some vertical growth
- Develop a grid
- Peachtree subway, etc
- Multi-modal station from suburbs to connect with
  - ❑ a subway under Peachtree from downtown to Brookhaven
  - ❑ other subway to routes will also be needed
- Coordinated regional transit
- Look at demographics
  - ❑ seniors, all-ages
  - ❑ impact on infrastructure

- Getting ahead of development that is coming, balanced between already built-up, congested areas and new or redeveloped areas in Southeast and Southwest Atlanta
- Need standards for parking decks
  - ❑ Screening
  - ❑ Materials
  - ❑ Mixed use

#### **4. Maintain Fiscal Viability**

- Public/Private Cooperation

#### **5. Strive for Environmental Sustainability**

- Streams
- Green space
- Air
- Protect animals – shifting of space due to construction. Design and protect them
- Storm water management – openness to new methods
- Relief from number of vehicles
- LEED – follow their guidelines

#### **6. Preserve Single-family Neighborhoods**

- Scale-edges of neighborhoods
- Improve the DRI Process
  - ❑ Enforce conditions
- Edge developments
  - ❑ Provide service access routes
- Develop scaled neighborhoods plans
- Provide neighborhood funding options that are flexible
- Provide incentives for mom/pop stores to remain in neighborhood
  - ❑ Streetlights
  - ❑ Sidewalks
  - ❑ Call boxes
  - ❑ Street signs
  - ❑ PED crossings
  - ❑ Bike lanes
- Provide more east-west corridors
- “Preserve Single-family Neighborhoods” might better read: “Preserve Residential Neighborhoods” or, simply, “Preserve Neighborhoods”
- Balanced Transportation is Good for Neighborhoods: Moving toward a balanced transportation system, in which proportionally fewer people drive, will help neighborhoods deal with increased automobile traffic associated with growth
- Slow Traffic: Traffic calming, where “cut-through traffic” can’t be avoided (for example, on primary streets that connect across neighborhoods), was universally seen as a necessary means to slow and neighborhoodize automobile traffic
- Make it Easier to Walk: Neighborhoods need to be more walkable; this is particularly important for access into and out of neighborhoods, and access to other land uses, such as commercial areas
- Manage the Edges: Preservation of neighborhoods, particularly single-family neighborhoods, means focusing new development into redevelopment corridors and transitioning back into neighborhoods; transitions may include the following: stepping down building heights; building service alleys between new development and



existing neighborhoods; carefully designing new roads to connect from existing areas across new development, and providing second outlets for automobiles.

- Mix Uses (Sometimes): A way to reduce the number of automobile trips is to make targeted land use changes within new neighborhoods; for example, designating neighborhood commercial nodes that residents can walk to, and locating commercial uses, such as grocery stores and pharmacies, in convenient locations at neighborhoods' edges.

## 7. Create Desirable Places

- Maintain historic character
- Context sensitive design
- Trees/forest
- Manage square foot ratio (sfr)
- Big city that feels like a small neighborhood
- Preserving natural resources
- Review tree ordinance policy to preserve neighborhood trees
- Create walkable and safe sidewalks and bike faci?
- Uniqueness/Diversity
- Complete street human scaled to the area
- Clean air/environment sensitive
- Destination – gathering places every 2,000
- Creating good neighborhood schools and parks
- Feature natural resources (creeks, etc.)
- Proportional streetscapes with natural materials
- Create small scale uses for neighborhood use
- Eliminate roadway barriers

## GOALS DOT EXERCISE RESULTS

Goal	#	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
<b>Total</b>		

***Public Work Sessions  
Outreach District 4 Southwest  
Quality Living Services Senior Center  
December 4, 2007  
Meeting Summary***

**Public Meeting Attendees – 20 (including Councilperson Clair Muller)**

**COA Staff Attendees**

- James Shelby
- Heather Alhadeff
- Michael Fleming
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

**Project Team Attendees**

- John Funny
- Paul Moore
- Grady Smith
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin

Deputy Commissioner James Shelby opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manager, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

## Facilitated Group Discussion

- Define dimensions of balanced transportation
  - ❑ Geographic
  - ❑ Age - senior
  - ❑ technology
- Transit system in city is not balanced
  - ❑ BeltLine will not serve this area (Outreach District 4 Southwest)
- Define orchestrate and region in the Regional Strategy goal
  - ❑ Atlanta is the driver of growth in GA
  - ❑ Atlanta needs to coordinate with counties in the region
- Need documentation on CTP – “paperwork”
  - ❑ Hand-outs
  - ❑ Presentation on website
- Preserve neighborhoods including people, feel, character and dynamics
- Balanced transportation should include smaller buses or jitneys: more frequent service
  - ❑ Also other modes such as bicycles and motorcycles
  - ❑ Bicycle wayfinding signage to destinations and connections
- Define “desirable places”
  - ❑ Transit, streetscape, bike paths, public safety
  - ❑ Pick-up trash at bus stops
  - ❑ Maintain existing infrastructure
- Open houses to educate folks and to show our success
- Environmental sustainability
  - ❑ Not just mobility, but also health considerations
  - ❑ Air quality – give incentives for transit use (merchants contribution)
  - ❑ Bad air on Southside
  - ❑ Trash in public area problematic
- CTP - Twenty-five year plan
  - ❑ Tailor needs to local communities
  - ❑ Break up plan recommendations into increments (e.g. short, mid and long range/5, 10 and 15+ years)

The results of the Facilitated Table Discussions are given below:

### 1. Provide Balanced Transportation Choices

- Sidewalks promote
- Like bike trails, but must be connected to larger system
- Connect sidewalks/bike paths to a desirable destination. Having them lead nowhere discourages use.
- Incorporate successful aspects of Silver Comet, Atlantic Station, Little 5 Points and other “distinguished” communities where appropriate.
- BeltLine stops should be quaint and community specific, non-intrusive and somewhere you would go even if you are not using the BeltLine (e.g. Train Depot at Emory)

### 2. Orchestrate Regional Strategies

- If it comes through Atlanta, Atlanta has leadership role

- Focus on leadership roles of Atlanta
- Focus on different modes of transportation versus one-lump goal

### **3. Prepare for Growth**

- Cascade – severe traffic; two new light have helped. Sunday church major impact
- Campbellton and Fairburn Road growing problem
- Future live, work, play developments to provide financial input to the infrastructure (roads, transportation, etc.)
- Turn W. Peachtree into linear part and have trolley
- Make sure that all modes of transportation pay a part of the communities' development
- Make more than sidewalks the developer's responsibility to the community for building subdivisions
- Barge Road need sidewalks from Fairburn end (Senior Citizen High-rise)
- Fairburn Road sidewalks entire length bus connections need/require > sidewalks
- Greenbriar Initiative and Campbellton Road Plans (big focus on number of lanes)
- Trolley down Cascade – connect to new station to Downtown
- MARTA Station (new) near CampCreek Parkway
- Trolley down Campbellton → Downtown

### **4. Maintain Fiscal Viability**

- Avoid having all of our plans and efforts fall prey to funding shortfalls from the municipality
- Focus on corporate and community and civic sponsorships to keep projects moving forward

### **5. Strive for Environmental Sustainability**

- No comments

### **6. Preserve Single-family Neighborhoods**

- New neighborhood/community developments should integrate into a bigger transportation plan (bike paths, sidewalks, "golf cart paths", roads and transit)
- OUTREACH IN COMMUNITIES about bicycling and walking
- Safe routes to schools and parks
- Literature about transportation safety
- "Preserve Single-family Neighborhoods" might better read: "Preserve Residential Neighborhoods" or, simply, "Preserve Neighborhoods"
- Balanced Transportation is Good for Neighborhoods: Moving toward a balanced transportation system, in which proportionally fewer people drive, will help neighborhoods deal with increased automobile traffic associated with growth
- Slow Traffic: Traffic calming, where "cut-through traffic" can't be avoided (for example, on primary streets that connect across neighborhoods), was universally seen as a necessary means to slow and neighborhoodize automobile traffic
- Make it Easier to Walk: Neighborhoods need to be more walkable; this is particularly important for access into and out of neighborhoods, and access to other land uses, such as commercial areas
- Mind the Edges: Preservation of neighborhoods, particularly single-family neighborhoods, means focusing new development into redevelopment corridors and transitioning back into neighborhoods; transitions may include the following: stepping down building heights; building service alleys between new development and

existing neighborhoods; carefully designing new roads to connect from existing areas across new development, and providing second outlets for automobiles.

- Mix Uses (Sometimes): A way to reduce the number of automobile trips is to make targeted land use changes within new neighborhoods; for example, designating neighborhood commercial nodes that residents can walk to, and locating commercial uses, such as grocery stores and pharmacies, in convenient locations at neighborhoods' edges.

## 7. Create Desirable Places

- No comments

### General Comments (no specific category)

- Modes of public transit should lead the way in alternative fuels
- Use their successes to advertise individual consumption in the same way
- Do not allow greenspaces to disappear in the name of growth, but to expand because of it
- Encourage "oil companies" turning a massive profit from Atlanta's traffic and fuel use to sponsor greenspaces and other social gathering areas (good advertisement)

## GOALS DOT EXERCISE RESULTS

Goal	#	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
<b>Total</b>		

***Public Work Sessions  
Outreach District 1 Northwest  
Radcliffe Presbyterian Church  
December 6, 2007  
Meeting Summary***

**Public Meeting Attendees – 16**

**COA Staff Attendees**

- Steven Cover
- Jennifer Hammond
- Heather Alhadeff
- Michael Fleming
- Phillip Harris
- Shelley Peart
- Jeffrey Williams
- 

**Project Team Attendees**

- John Funny
- Paul Moore
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin

Commissioner Steven Cover opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manager, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

## Facilitated Group Discussion

- Define what type of growth we must plan for
  - ☐ Population
  - ☐ Business
- Define desirable places
  - ☐ Safety
  - ☐ Healthy
  - ☐ Mixed-use
  - ☐ Walkable
- Define relationship CTP and BeltLine project
- Address likelihood of a tax increase as a result of the CTP
- Transportation balance must address all segments of the population (seniors)
- Consider truck/freight requirements
  - ☐ Big trucks
  - ☐ Reassess truck routes (based on the 1960s)
  - ☐ Trucks on non-truck routes (in NPU C)
  - ☐ Design, size and placement of signs
  - ☐ More prominent street numbers
- Safety considerations
  - ☐ Lighting
  - ☐ Signage – clear signs and at appropriate locations
  - ☐ Bus stops in safe locations for people to stand and more passenger shelters
  - ☐ Streets are not bicycle or motorbike friendly. Need to improve the culture for bikes
- Sidewalk considerations
  - ☐ Analyze cost of sidewalks. Good sidewalks are being replace while some areas do not have any sidewalks
  - ☐ Sidewalks need to be on both sides of streets. Involve abutting jurisdictions and agencies to review their work so that we can orchestrate regional strategies consistent with Atlanta's urban context and affordability
- Conduct peer cities' analysis of transportation systems of major international cities

## GOALS DOT EXERCISE RESULTS

Goal	#	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
<b>Total</b>		

***Public Work Sessions  
Outreach District 3 Northeast  
St. Luke Episcopal Church  
December 10, 2007  
Meeting Summary***

**Public Meeting Attendees – 43 (including Councilpersons Kwanza Hall and Clair Muller)**

**COA Staff Attendees**

- Steven Cover
- Heather Alhadeff
- Michael Fleming
- Jennifer Hammond
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

**Project Team Attendees**

- John Funny
- Paul Moore
- Grady Smith
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin
- Dan McGee

Commissioner Steven Cover opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manager, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:



- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

### **Facilitated Group Discussion**

- Define what is meant by balanced choices
  - ❑ Income levels
  - ❑ More places of diversity and character
  - ❑ Consider if “balanced” help racism throughout the city
- Consider affordability and accountability in the planning process
  - ❑ Cost of living is getting out of control and the city is losing intellectual capital
  - ❑ Residents should not have to physically go to City Hall to get something done
- Need to define environmental sustainability
  - ❑ Combine fiscal sustainability, environmental sustainability and social sustainability
  - ❑ Consider changing strive (too mild) to maintain and improve
- Translate goals into specific projects
  - ❑ Consider tax issues i.e. BeltLine, TAD and Peachtree Streetcar
- Desirable places
  - ❑ Consider walkability for those with physical challenges – Atlanta is the worst City regarding walkability
- Balanced choices revisited
  - Does balance mean equal
  - Change balance to multi-modal
- Add a goal to maintain, preserve and improve the existing infrastructure system

The results of the Facilitated Table Discussions are given below:

#### **1. Provide Balanced Transportation Choices**

- Need same level of attention for all modes throughout all areas of the city
- Better transit connectivity
- More seamless transit needed (less transfers or broader transfer times)
- More frequency of service – especially on weekends
- Better signalization and timing/coordination needed on roadways
- More parallel facilities for major arterials
- Better transit coverage
- More safe bicycling needed
- Better bicycle and pedestrian connectivity to and from transit
- Peer review needed from other cities (i.e. Portland)
- Planning needed to accommodate commuter rail/regional planning projects (i.e. Brain Train, commuter rail, etc.)

- Improve safety/cleanliness of MARTA system
- Investigating more flexible options such as Flex car (demand-related service)
- Better parking management
- Better parking facilities at MARTA stations
- Better wayfinding – especially to transit facilities

## **2. Orchestrate Regional Strategies**

- Recognize Atlanta as Center of Region and Hub for transit
- Cannot over pursue TOD that brings more people into City
- Improve multi-modal connectivity from center to outer bounds of region
- Should look at regional plans in conjunction with COA plans; connectivity to region is critical. Transition/interface of local and regional system to function as one holistic system
- Political and legislative strategies in addition to transportation strategies; local, state and federal consistence
- Regional consensus on major transportation initiatives so not to split funding. Atlanta should take leadership role
- Peer communities – select more appropriate examples. There is a challenge with Atlanta's terrain
- Rephrase Orchestrate to Support Regional Strategies
- Reconsider the use of “Orchestrate” (one could think of being dictated or directed – one may think of it as being “underhanded”). Perhaps “Develop”
- Ensure that needs of regional commuters (non COA) are met when they come into COA – see the 4<sup>th</sup> bullet in this section). Example: Park/ride lots at intersect points for those that did not drive to the city
- Need political will to tax ourselves to make it work. If not, we remain stymied. Need leaders to step up and take the lead.

## **3. Prepare for Growth**

- Stronger working instead of “prepare”. Example:
  - ❑ Shaping
  - ❑ Controlling
  - ❑ Planned
- Focus project implementation
  - ❑ Coordinate among differing entities (agencies, public, private, etc)
- Need “Transportation” in goal statement
- Mixed-use projects/developments not centered around transit
- New connections focused on transit connection
- Growth issues for retrofit and new development
- Better east/west mobility
- DRI program to guide growth and credit for environmental sustainability. Concentrate growth in appropriate areas with other programmatic benefits
  - ❑ Low income housing credits
  - ❑ Wetlands
  - ❑ environmental
- Greater variety of products
  - ❑ Housing
  - ❑ Retail
- Greater mobility/accessibility to established neighborhoods
- Build vertically

- Transit first (heavy rail)
- Heavy rail overlooked by negative perception of MARTA system
- Cut-through and speed on local neighborhood streets
- Use existing facilities in more coordinated manner
  - ❑ Signal timing
- Must have concrete, more specific goals

#### **4. Maintain Fiscal Viability**

- Peachtree trolley should be financed and supported by those who are beneficiaries
- Impact fees too low; should be used to fund transit improvements. Transportation amenities will be driven by development. City retains land and leases it where these investments are perceived and need to be more aggressive in getting these nodes build-out, as planned. Private/public partnerships might become disconnected from public involvement processes
- Development of these modes be done to create greater public attractiveness and functionality of these plans or programs to enhance effective circulation relative to neighborhoods that are served
- Make the bus go faster – dedicate a lane, goes faster than traffic = more riders
- More regional funding for MARTA and State. Atlanta is the big diamond in the GA crown
- Funding mechanisms do not provide dollars to specific transportation improvements (e.g. gasoline tax...) that are truly balanced

#### **5. Strive for Environmental Sustainability**

- Reduce emissions
- Reduce vehicular congestion
- Permeability
- Renewable energy/energy conservation
- Increase greenspace and multiuse paths
- Provide outdoor recreation/encourage active lifestyles
- Take full use of natural resources and protect
- Minimize water usage

#### **6. Preserve Single-family Neighborhoods**

- Evaluate thresholds for traffic studies
- Speeds that respect neighborhoods
- Accessible, frequent, connected transit
- Bicycle options
- Walkability into and out of neighborhood
- Traffic calming – not just speed bumps
- Look to Ponce/Moreland Study
- Look at municipal parking in commercial areas
- Look at shared parking
- Cityside Walk Policy – City should maintain
- Inter-parcel pedestrian/bike connections
- Make streets beautiful – trees and flowers

#### **7. Create Desirable Places**

- Changing the mindset of Atlanta citizen to accept other modes of transportation
- Proactive planning

- Taxi system
- Bike system
- Implement more greenspace
- Create neighborhood shops
- Diversity, income, racial mix
- Reassess zoning laws to allow shop with housing above
- Create parking strategies for transit support and to support development
- Create safety for pedestrians
- Provide a balanced system for motorized and non-motorized user
- Update street designs to balance development
- Enforce alternative modes to support and connect to transit
- Developers shall be responsible for creating a desirable place
- Retail mix
- Scaled development
- Capture historical nature
- City should require developers to develop a plan and implement without lot being an eye sore
- Outdoor venue
- Attractive events
- Art attraction
- Encourage connection between development
- Financial viability/creative funding
- Government (City) needs to be stronger to create desirable places
- Government should maintain competence and accountability
- Strengthen government, business and neighborhood relationship

### GOALS DOT EXERCISE RESULTS

Goal	#.	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
<b>Total</b>		

***Public Work Sessions  
Outreach District 7 Southside  
John C. Birdine Neighborhood Center  
December 11, 2007  
Meeting Summary***

**Public Meeting Attendees – 12 (including Councilpersons Joyce Sheperd and Carla Smith)**

**COA Staff Attendees**

- James Shelby
- Heather Alhadeff
- Michael Fleming
- Phillip Harris
- Jeffrey Williams

**Project Team Attendees**

- John Funny
- Paul Moore
- Grady Smith
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin

Deputy Commissioner James Shelby opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manager, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

## Facilitated Group Discussion

- Consider impacts of roadway construction on bus stops
  - ❑ Maintain and replace bus stops
  - ❑ Install more passenger shelters
- Safety enforcement
  - ❑ Enforce crosswalk regulation
  - ❑ Enforce school zone regulation
- Ensure equity of investment in all geographical areas
- Incorporate input that has been provided in numerous previous planning efforts – CDP, ASAP and NPU
  - ❑ Tired of waiting for previous recommendation to be implemented – too many plans and not enough action
- Non Atlanta commuters from the expressways are flooding local streets
  - ❑ Need to intersect traffic from the freeway and put on transit, i.e. need more park/ride lots
- Include transit funding in regional strategy
- Focus on existing warehouse areas for revitalization
- Create desirable places
  - Take into account the unique characteristics of neighborhoods (i.e. character in the planning process)
  - Age-in-place/life cycle needs
  - Lighting
  - Adequate water resources
- Consider the needs of seniors
- Improve existing transit services
  - ❑ Reliable and timely transit
  - ❑ Bus frequency changes
  - ❑ Cross town service
  - ❑ Tailor transit buses to characteristic of neighborhood – small buses on local streets and large buses on major arterials
  - ❑ Trolley/street car
  - ❑ Analyze impact of on-street parking versus MARTA Bus operation
  - ❑ Free transit for seniors

## Written Comment

- Electric Street Cars – (saves energy). Thirty-two cities in U.S. still have them.

## GOALS DOT EXERCISE RESULTS

Goal	#	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
<b>Total</b>		

***Public Work Sessions  
Outreach District 6 Intown South  
Morehouse College  
December 12, 2007  
Meeting Summary***

**Public Meeting Attendees – 20 (including Councilpersons Clair Muller and Carla Smith)**

**COA Staff Attendees**

- Steven Cover
- Heather Alhadeff
- Michael Fleming
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

**Project Team Attendees**

- John Funny
- Paul Moore
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin
- Audra Marion

Commissioner Steven Cover opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manager, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

## Facilitated Group Discussion

- Incorporate input from previous studies on regional strategies
- Enhance existing systems for example, MARTA is barely surviving and does not adequately serve all neighborhoods. This relates to fiscal sustainability
- Sustain existing transit system to serve a 24-hour City
- Define ways to convince people outside of Atlanta to work together
  - ❑ Plan A - defined elements that can be controlled by the City
  - ❑ Plan B – defined elements that the City can influence and convince those outside to work together
  - ❑ Plan C – define elements in which the City can opine
  - ❑ Change is difficult, but it can be good
  - ❑ Must consider the legacy of racism in planning and decision making
- Need for action – there are too many plans. There is a need to balance planning and to move on to get something done
  - ❑ Sustainability – not much time to get things done because of health problems, particularly bad air
- Define the planning area (City of Atlanta plus 3 miles beyond)
- Review legal aspects of what we can do
  - ❑ If we put people on the street, we must be able to protect
  - ❑ Define if the City has the requirements for developers to address transportation (DIR on regional basis and transportation impact studies on local basis)
  - ❑ Define City goals that developers are expected to meet (expected product of CIP will be a map book for developers to use)
- Create desirable places
  - ❑ Create economic space for people interact
  - ❑ Vending laws are inadequate – street vending discourage walkers
  - ❑ Encourage active street life
  - ❑ Bike racks on every corner
  - ❑ Flexible bicycle program (bike rental program)
  - ❑ Investigate appropriateness of use of golf carts
  - ❑ Investigate creative attractions – in-town fishing holes
- Citizens want to be safe in their neighborhoods
  - ❑ Improve lighting
  - ❑ Increase police presence
  - ❑ Monitor developers actions
    - No cul-de-sac
    - Review security measures that limit access
    - One-way streets
- Develop and recommend educational program for policy makers regarding CTP recommendations
  - ❑ Enhance mobility
  - ❑ Improve connectivity between communities
  - ❑ Political will to make recommendations top priority
- Development incentives
  - ❑ TOD
  - ❑ Central shopping area near rail
- Consider special dimensions of governmental buildings
  - ❑ Decentralize, but keep within walking distance



## GOALS DOT EXERCISE RESULTS

Goal	#	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
<b>Total</b>		

***Public Work Sessions  
Outreach District 5 Eastside  
Georgia Hill Neighborhood Center  
December 13, 2007  
Meeting Summary***

**Public Meeting Attendees – 25 (including Councilpersons Clair Muller and Carla Smith)**

**COA Staff Attendees**

- James Shelby
- Heather Alhadeff
- Michael Fleming
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

**Project Team Attendees**

- Paul Moore
- Morris Dillard
- Gordon Burkette
- Roger Dottin

Deputy Commissioner James Shelby opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manager, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

### **Facilitated Group Discussion**

- Partnerships
- Incorporate existing plans
- Funding
- City sponsored transit
- Restructure MARTA scheduling
- Maintain downtown as cultural center
- Functionality (new goal)
- Regional strategy – scale/detail
- Safe balanced and connected choices
- Maintain existing infrastructure
- Technology – ITS
- Projects – be realistic – concentrate on what can be implemented
- Parking policies
- Economic plans – what is the city doing to attract new businesses
- ASAP (CDP) role
- Lack of sidewalks, street lights, PED facilities
- Projects needed that deal with issues in a 5, 10 year time frame, flexible designs
- Communication between departments/share plans
- Environmental sustainability and (add) flexibility factor
- Shared parking
- Negative impacts on corridors → displacement

### **Written Comments**

- Need Area Master Plans (to the level of the BeltLine study groups, at least)
  - ❑ Areas of Town (i.e. the gultch, turner parking lots, midtown, etc.)
  - ❑ From/by independent consultants to avoid one mind set
- The idea of kick-off linked to giving a picture of our history was great! Not too much to “do” too soon or too early – this created a good foundation

The results of the Facilitated Table Discussions are given below:

### **1. Provide Balanced Transportation Choices**

- Regional rail important
- Rehab old AJC building into transit
- Peachtree streetcar needs to be along 4-lane road to get sufficient ridership
- Better connectivity inner city and more frequency. Everything should not connect downtown
- Connect to larger cities via high speed rail – Augusta, Macon, Columbus airports
- Major terminals in for connection in strategic points of the metro area
- State funding needed for transportation (not only roads)

## 2. **Orchestrate Regional Strategies**

- City's transportation plan should incorporate and/or compliment a regional transportation plan

## 3. **Prepare for Growth**

- Atlanta should consider a new way to fund transportation expenses (roads, transit, etc.) that is more equitable and takes future growth into consideration. A new formula that gives Atlanta a bigger share of state taxes

## 4. **Maintain Fiscal Viability**

- Consider same way (toll?) for non-city residents to help pay for the city resources they use regularly. There is an unfair burden placed on areas less affluent to pay for things like transit, roads, etc.

## 5. **Strive for Environmental Sustainability**

- Increased gas tax
- Sustainable neighborhood development (mixed-use)

## 6. **Preserve Single-family Neighborhoods**

- Better accessibility in neighborhoods by driving, sometimes
- Safe accessibility
- Neighborhood scale buses
- More walkable between neighborhoods and other areas

## 7. **Create Desirable Places**

- Greater diversity in economic development projects within more neighborhoods
- Preserve greenspaces in neighborhood development initiatives/projects
- Plan neighborhoods that are fairly self-sufficient and have vital services
- Facilitate access to transportation
  - ☐ Safety
  - ☐ Sidewalks
  - ☐ Lighting
  - ☐ Connectivity to other transportation

### **GOALS DOT EXERCISE RESULTS**

<b>Goal</b>	<b>#</b>	<b>%</b>
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
<b>Total</b>		

***Planning Workshop—Northside & Northwest  
Georgia Pacific Center Auditorium  
February 11-14, 2008  
Meeting Summary***

**Public Meeting Attendees – 100**

**COA Staff Attendees**

- Steven Cover
- Heather Alhadeff
- Michael Fleming
- Jennifer Hammond
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

**Project Team Attendees**

- John Funny
- Paul Moore
- Grady Smith
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin

The planning workshops were held over a 4 day period, Monday through Thursday, from 10:00 am to 8:00 pm daily. The Kick-off and Recap meetings were held from 6:30 pm through 8:00 pm on Monday and Thursday, respectively. The results of the four-day workshop were incorporated in the Northside & Northwest Workshop Wrap-up as presented on the website and are incorporated by reference.

***Planning Workshop - Southwest  
Adamsville Recreation Center  
February 25-28, 2008  
Meeting Summary***

**Public Meeting Attendees – 51**

**COA Staff Attendees**

- Heather Alhadeff
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

**Project Team Attendees**

- John Funny
- Paul Moore
- Grady Smith
- Theodore Williams
- Gordon Burkette
- Roger Dottin

The planning workshops were held over a 4 day period, Monday through Thursday, from 10:00 am to 8:00 pm daily. The Kick-off and Recap meetings were held from 6:30 pm through 8:00 pm on Monday and Thursday, respectively. The results of the four-day workshop were incorporated in the Southwest Workshop Wrap-up as presented on the website and are incorporated by reference.

***Planning Workshop – Intown South & Southside  
Atlanta Metropolitan College  
March 10-13, 2008  
Meeting Summary***

**Public Meeting Attendees – 43**

**COA Staff Attendees**

- Heather Alhadeff
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

**Project Team Attendees**

- Paul Moore
- Theodore Williams
- Gordon Burkette
- Roger Dottin

The planning workshops were held over a 4 day period, Monday through Thursday, from 10:00 am to 8:00 pm daily. The Kick-off and Recap meetings were held from 6:30 pm through 8:00 pm on Monday and Thursday, respectively. The results of the four-day workshop were incorporated in the Intown South & Southside Workshop Wrap-up as presented on the website and are incorporated by reference.

***Planning Workshop – Northeast & Eastside  
City Hall East  
March 25-27, 2008  
Meeting Summary***

**Public Meeting Attendees – 103**

**COA Staff Attendees**

- Heather Alhadeff
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

**Project Team Attendees**

- John Funny
- Paul Moore
- Theodore Williams
- Gordon Burkette
- Roger Dottin

The planning workshops were held over a 4 day period, Monday through Thursday, from 10:00 am to 8:00 pm daily. The Kick-off and Recap meetings were held from 6:30 pm through 8:00 pm on Monday and Thursday, respectively. The results of the four-day workshop were incorporated in the Northeast & Eastside Workshop Wrap-up as presented on the website and are incorporated by reference.



***Public Meeting  
Northside – NPUs A, B, C & D  
Peachtree Road United Methodist Church  
June 16, 2008  
Meeting Summary***

**Public Meeting Attendees – 37**

**COA Staff Attendees**

- Heather Alhadeff
- Phillip Harris
- Shelley Peart
- John Roberson
- 

**Project Team Attendees**

- Paul Moore
- Morris Dillard
- Gordon Burkette
- Wade Carroll
- Marian Clements
- Roger Dottin

**Summary of General Discussion Points**

- Comparison of Westside revitalization to Winter Park, Florida's revitalization – not a good one
- Transit agreement with MARTA and GRTA needed to better serve the City as a part of this plan
- Working relationship needed with GDOT Public Works to develop bike system plan
- Slow down traffic on West Peachtree and Spring streets
- Lack of access to Buckhead from Cobb County resulting in neighborhoods swamped with cut-thru traffic. Plan does not fix this problem
- West Peachtree Road is the only east-west connector
- Connectivity issues - Blackland Road off from Piedmont Road. Ensure that this connectivity is not cut-off
- Traffic light signals needs to be reviewed especially at Powers Ferry and Roswell Road
- No effort from City to direct TAD dollars to projects to correct east-west connectivity problems
- Impact fee structure need revising so that fees can be used in areas where it was not generated
- How to generate tax dollars for the city
- Mass transit needed to eliminate congestion given the projections for more cars with fuel costs and other factors affecting the choices
- Traffic signaling for the physically impaired

- What is impact of GA 400 on Buckhead especially where traffic backs up to get on Piedmont Rd
- Reduce gridlock and improve pedestrian friendly solutions
- Langhorn project is a neighborhood citizens' solution and not a city-wide solution like is needed in Buckhead
- Perception of CTP as a BeltLine support transportation plan rather than a city-wide transportation plan
- CTP – How is the project funded
- Add shuttles and van pools to the evaluation
- MARTA should be state funded

### **Written Comments**

- I brought up the concept of North side being a critical project with reducing gridlock being critical. Weighting (of problems); not all objectives are equal – process needs to identify what problems need to be solved. Bike Paths – add to Midtown first given more youthful population and more likelihood they will use it. Bus concept – consider smaller scale buses versus the mega buses currently in play as the only option. Increase frequency of transport via buses. Smaller buses running more often. Serve hub on short runs since most of the public will not do a 10 minute walk. Run MARTA more on weekends for visitors to the City who see it as insufficient otherwise.
- The streets near downtown and Midtown need to be wider for joggers and bikers especially near Chastain Park. Also we need more traffic lights everywhere. More buses need to run more often. Also more walkable streets and neighborhoods. Also more police to help traffic moving.
- Sidney Marcus Blvd northbound from Piedmont is often a nightmare in the afternoon. To get through this quagmire, many motorists, including myself, literally turn from Piedmont onto Miami Circle, go through the Michael's/Marshall's parking lot, go straight across Sidney Marcus into the Home Depot/Waffle House parking lot then down the ramp near Target, straight across behind the QT into the old Home Depot lot, and back out onto Sidney Marcus, right by GA-400. It is ludicrous to have to do this to get from Piedmont to Buford Hwy. I'm telling you: Sidney Marcus can be a nightmare. All the GA-400 cars dump out there and just will not let traffic move from Piedmont during afternoon rush hour.

***Public Meeting  
Southwest – NPU's H, I, P, Q & R  
Cascade United Methodist Church  
June 17, 2008  
Meeting Summary***

**Public Meeting Attendees – 12**

**COA Staff Attendees**

- James Shelby
- Shelley Peart

**Project Team Attendees**

- Paul Moore
- Gordon Burkette
- Roger Dottin

**Summary of Discussion Points**

- General Discussion
  - Relationship of Comprehensive Transportation Plan to Vision 2020
  - How to make transit a way of life as in Northeast
  - Propose more streets with multiple functions with more direct circulation of buses
  - Expressways were designed for the 50s that totally excluded neighborhood street design in suburban way – drive fast and upset with anything that impedes speed
  - City-wide Bicycle Plan needed
  - Ensure that Atlanta's Comprehensive Development Plan include projects from all studies – CTP, LCIs, Corridor and etc. – that will be prioritized/ranked
  - What is in-place to ensure that the CTP will not be out-of-date in a few years
  - Presentation should be on the website
  - Length of evaluation process with the decision makers before next meetings are held to roll out the preliminary project rankings
- Evaluation Criteria
  - The evaluation process seems okay
- Funding and Implementation
  - Ideally transit should pay for transit
  - Consider revenue sharing with State
  - Use of TAD as a primary source of funding

***Public Meeting  
Northwest – NPU's G, J, K & L  
Adamsville Recreation Center  
June 24, 2008  
Meeting Summary***

**Public Meeting Attendees – 16**

**COA Staff Attendees**

- Heather Alhadeff
- Shelley Peart
- John Roberson

**Project Team Attendees**

- Paul Moore
- Roger Dottin

**Summary of Discussion Points**

- General Discussion Points
  - Staff should have physically challenged staff persons in wheelchairs travel the city to be aware of the needs
  - What comes first density or transit
  - Visioning is good. The study connects the entire city. need to ensure dollars are distributed equally among four quadrants
  - Priorities should include a review of traffic from other counties that results in neighborhood street congestion
  - The widening of street including increasing the number of lanes tend to speed traffic on a well-connected grid
  - Study should address truck routes and neighborhood cut-thru traffic. Marietta Street, Perry Boulevard, Peyton Road – traffic calming devices is needed along with streetscape to calm traffic. Traffic should be kept on State routes
  - Streetscape on Langhorn raises several issues: maintenance of green space, traffic nuance from people hanging out and narrowing width due to underutilization
- Funding and Implementation
  - Availability of federal funding for City
  - Parking taxes creates an additional burden on the overtaxed
  - Consider tolls as a funding option
  - Highways with limited access that Atlanta does not control
  - Are parking fees at MARTA stations being considered
  - Feasibility of parking stickers and fees for people that live outside of city
  - Local income tax option should be on table
  - Not in favor of parking tax since the residents will subsidize non-residents
  - Want tolls on major thru fares such as Northside, Hollowell and etc
  - Not enough done to get money from the state
  - Final approving authority for this plan and schedule for adoption

### **Written Comment**

- There is a plan in store to have additional CCT service along Veterans Memorial Hwy/ Hollowell Pkwy to connect into Atlanta Industrial Parkway terminus before the end of the year – it may be paid for with Job Access/Reverse Commute Federal Funds. We are in the process of applying for the transit grant. Contact info:
  - Name: L. Stokes
  - Email: [larry-stokes@cobbcounty.org](mailto:larry-stokes@cobbcounty.org)
  - Phone: 770-528-1665

***Public Meeting  
Southwest – NPU's X, Y & Z  
Cleveland Avenue Library  
June 25, 2008  
Meeting Summary***

**Public Meeting Attendees – 15**

**COA Staff Attendees**

- Heather Alhadeff
- John Roberson

**Project Team Attendees**

- John Funny
- Gordon Burkette
- Roger Dottin

**Summary of Discussions Points**

- General Discussion
  - Transportation plan does not stimulate the development of sections of the city such as Greenbriar that has become depositories for low income people
  - Transit includes light rail, bus rapid transit and heavy rail, but not cars
  - Issue with transit used to deal with density. Feel the culture will not change the attitude of the driver since Atlanta is so spread out
  - Creation of a standard street design for the city
  - Presentation should represent actual and not idealized conditions, i.e. new street or retrofit of old street with streetscape still will have power poles
  - Longhorn improvements – waste of money since it serves specific neighborhood while others thought it correct needed problems
  - Fix problems in neighborhoods
  - Want to see changes recommended for the Cleveland Ave area. Why no projects shown for this corridor
  - MARTA and City share responsibility and ownership for transit
  - Desire to review and understand the comprehensive list of project that will be published
- Evaluation Criteria
  - Sounds very valid and is based on a cross view of the city
  - Need different category of prior based on types of road such as neighborhood street versus residential street
- Funding and Implementation
  - Who will be assessed the parking fees, the property owner or the commuter? If owner, the fee will then be passed on the commuter
  - Parking fees will have a big impact on downtown
  - Legality of parking tax

***Public Meeting  
Intown South – NPUs T, V & S  
West End Library  
June 30, 2008  
Meeting Summary***

**Public Meeting Attendees – 13**

**COA Staff Attendees**

- Heather Alhadeff
- Phillip Harris
- Shelley Peart
- John Roberson

**Project Team Attendees**

- Paul Moore
- Roger Dottin

**Summary of Discussion**

- General Discussion
  - No specific proposed projects and infrastructure changes discussed for the West End. Too much discussion about Buckhead projects (see follow-up item below)
  - Development of Ft. McPherson property
  - City is more concerned about the major influx of people into the city and not about the displacement of Atlanta residents who will no be able to afford to live in the City because of the increase in city fees and property values. Future generations are being priced out
  - Openness of the quarry at Westside Park could pose a danger to the public
  - Parking at transit station is insufficient if you arrive after 9:00 am
  - Lack of availability of Park/Ride Lots
- Evaluation Criteria
  - Ranking – is it too subjective and objective enough
  - Affordability of Housing – same as above and see follow-up item below
- Funding and Implementation
  - Consider fuel surcharge as a source of funding
  - Parking surcharge is a viable source of funding
  - Infrastructure changes required before implementation of public transit plan

## **Follow-up Items**

- Special meeting will be held with West End residents to review projects included for the West End area. No date set since meeting will be subsequent to Project Team meeting with Client and City Council. Contact person is (Heather has contact information)
- Route comment concerning Affordable Housing CDP Project Team since it is outside of scope of CTP
- West End Merchant Association requested a special meeting with the Project Team. Contact information is as follows:
  - Contact person: Suna Om, Chair West End Merchant Association
  - Email: sunaom@msn.com
  - Phone: 404-934-9000
  - Mailing Address: 773 Joseph E. Lowery Blvd., SW, Atlanta, GA 30310

## **Written Comment**

- I would like to see more sidewalk, bike paths (to bet bikers safely off vehicle transit areas)
- Clayton Area Transit needs help, i.e. to get a C-Tran Bus on Tara Blvd. You have to walk to Mt. Zion and/or BattleCreek Rd. to get a bus. There should be a bus between these roads and sidewalks, both sides. It should not take one hour to get from these roads to the airport.
- Speaker needs a laser pointer for a visual aid.
- Interstate I-20 East, left on Boulevard , cross Memorial Dr near cemetery, right 1<sup>st</sup> street near Stacks needs help. Cars park on the street that is two-way traffic. However, traffic is reduced to one-lane (both directions) because of the one lane that becomes a parking lane.



***Public Meeting  
Northeast – NPUs E, F & M  
St. Luke's Episcopal Church  
July 1, 2008  
Meeting Summary***

**Public Meeting Attendees – 33**

**COA Staff Attendees**

- Heather Alhadeff
- Shelley Peart

**Project Team Attendees**

- Grady Smith
- Morris Dillard
- Gordon Burkette
- Roger Dottin

**Summary of Discussion Points**

- General Discussion
  - Balance streetcar, bus and bikes to ensure there are no conflicts
  - Juniper Street as an alternative to Peachtree Street for bicycles
  - Want bike and pedestrian trail paths throughout the BeltLine Corridor
  - Status of selection of rail technology
  - Plan to integrate commuter buses along BeltLine
  - Are segways permitted to use bike lanes
  - Traffic signals are too long for scooters and bicycles – change needed from street embedded to video-activated signals
  - High Frequency Transit – type of technology recommended
  - Balance needed between infrastructure changes and transit improvements
  - Balance needed between travel corridor and corridor livability – look at trade-offs
  - Implementation Time Line is a 25 year plan with short and long-term projects
  - 14<sup>th</sup> Street Bridge Reconstruction – is it included on bike route
  - Pedestrian safety should be a major factor in the design of roads/streets, ramps and lighting
  - Plan needed to integrate commuter buses into city traffic especially a place for them to idle without impeding the flow of traffic
- Evaluation Framework & Criteria Section
  - Top Tier Fiscal – elements that scores a project in this tier
  - Sidewalk and signal upgrades needed
  - Cities should be built for the future and not today
  - The process should emphasize transit; integrating transit into the future
  - Cheap gas has ended. Integration of this factor into plan or was it considered. Sustainability built into goals and objectives

- City should be built for the future that includes transit. Educate people for 2030 which is different from today and includes transit and fewer cars
  - Major neighborhood thru fares are State Routes (SR) and often plans that the neighborhoods approves are rejected by the state. Neighborhoods need a more collaborative working relationship with State on improvement projects
  - The building of the BeltLine during our lifetime
  - Parking decks suffocate inner city that compromises Quality of Life
- Funding and Implementation
- Concern whether parking tax will drive businesses out of downtown
  - Concerned about the removal of congestion as a funding option
  - The addition of increase in traffic citation fines as a funding option
  - Strongly favor parking tax
- Process and Implementation
- Preserving corridors for future transit needs. Preserve right-of-ways versus widening roads
  - Perception that proposed bicycle changes to System-level Bicycle Plan are driven by cost

### **Written Comments**

- The focus on street design is a critical element. We need a massive effort to retrofit existing pedestrian-hostile intersections – removing decal/turn lanes, shortening cycle lengths, etc.
- Putting bike routes, esp. “core” routes, on major high-traffic streets like Peachtree, Piedmont is problematic unless we are serious about drastic reconfigurations to shift existing vehicle capacity to bike capacity. See the on-going Piedmont Rd study in Buckhead, which has resisted even minimal bike accommodations
- We cannot afford to lose Peachtree in Midtown and Downtown as a bike corridor, due to topography and other concerns. This must remain a bike-friendly street with or without a streetcar
- Make “infill” MARTA stations in the city a core component of the transit strategy. Most important is one in the Armour Yard area, which would connect to the BeltLine, Emory/Athens and Gainesville regional rail lines and intercity rail.

***Public Meeting  
Eastside – NPU's N, O & W  
Georgia Hill Neighborhood Center  
July 2, 2008  
Meeting Summary***

**Public Meeting Attendees – 16**

**COA Staff Attendees**

- Heather Alhadeff
- Phillip Harris
- Shelley Peart

**Project Team Attendees**

- Paul Moore
- Theodore R. Williams
- Roger Dottin

**Summary of Discussion Points**

- Quality of Life
  - Very important to consider walk ability when developing street guidelines. New intersections and signals needed for walkers.
  - Review sidewalks for existing neighborhoods
  - Spending money on city desires with no benefit to community
  - State/federal guidelines with regard to closeness of trees to street
  - Shifting streets from one-way to two-way
  - One-way streets increase vehicle miles traveled and the speed of traffic versus two-way traffic
  - Carrying capacity of 6-lane road versus 2 3-lane roads
- Strategies/Approaches
  - Some areas have transit update and others none – be sensitive to imbalance of transportation option in the City to encourage equity among the various neighborhoods
  - Tools used to evaluate how things are working from a community's perspective – Stakeholder Advisory Committee (SAC) keeps us accountable to the residents and updated on various issues
- Evaluation and Framework
  - Different ranking for economic and development projects
  - Rankings are not fixed and can be revised based on public's desires
  - How a street project (Northside Drive) can be ranked 0 based on the 7 goals
  - Good evaluation methodology
  - Street development guidelines will correct common problem within the city relative to streets

- Evaluation of projects is both qualitative and quantitative based on 7 goals
  - Goal of project is to provide a cohesive multi-modal plan
  - Modeling plan is more precise than accurate using broad based goals. Critical eye toward models is used and investment in transit influences model
- Funding and Implementation
- Actual revenue generated from parking tax - \$1.6B – 2030
  - Parking tax will be a user based fee that is passed on from the owner to the user
  - Like the parking tax
  - To make the parking tax happen would probably require state action from legislatures
  - Credit to parking owners for incentives for alternative fuel parking spaces

# **CITY COUNCIL WORK SESSIONS**

## ***January 28, 2008 Meeting Summary***

On January 28, 2008, the Connect Atlanta Plan held its first work session with the City Council. The overall objective of the session was to formally introduce and brief the council on the Connect Atlanta Transportation Plan, and solicit council input on the early phases of the study. The following Council Members and/or staff representatives were in attendance:

Kwanza Hall  
Ivory Lee Young  
Anne Fauver  
Clair Muller  
Joyce Sheperd  
Mary Norwood

Others in attendance:

Luz Borrero, Deputy Chief Operating Officer  
Steve Cover, Commissioner Department of Planning  
James Shelby, Deputy Commissioner Department of Planning  
Alice Wakefield, Director of Bureau of Planning  
Heather Alhadeff, Assistant Director Transportation Planning  
Shelley Peart, City of Atlanta  
Phil Harris, City of Atlanta  
Jeff Williams, City of Atlanta  
Paul Moore, ATPG  
John Funny, ATPG  
Grady Smith, ATPG  
Gordon Burkette, ATPG  
Larry Stokes, City of Atlanta

Shelly Lamar

### **Introductory Presentation**

Paul Moore, ATPG provided a brief presentation highlighting issues and opportunities to be addressed as part of the Connect Atlanta Transportation Plan. Paul emphasized the importance of the City Council's guidance and input into development of the study goals. Additionally, Paul noted the purpose of the work session was to prepare the Council for public questions concerning the Connect Atlanta Plan, confirm project direction, and seek input on transportation needs citywide. He also noted that a series of multi-day workshops are scheduled to be held over the next two months, and it would be important that council members help promote attendance at the workshops.

## Group Discussion of Citywide Needs and Project Goals

John Funny, ATPG, led an open discussion of the project goals. John outlined that the project team and city transportation planning staff took an initial take at developing the goals. The goals were also taken out to the public for input during a series of public meetings held in December 2007. Various refinements were made to the goals based on the public input received during the meetings. Planning for senior citizen's transportation needs and safety were the two comments that were consistently brought up at every meeting. John walked the council members through each of the study goals. Overall, members felt the goals were on target; however, the following comments/discussion points were made:

- Council member Mary Norwood stated that focus should be placed on maintaining the city's green canopy, which mainly exists within the various neighborhoods throughout the city. She also emphasized the need for short-trip, neighborhood based circulators that would pick passengers up near their home and connect them to the Beltline, MARTA and other long haul transit systems.
- Anne Fauver noted the issue of parking for the Beltline.
- The fiscal sustainability goal should have the word achieve added to the beginning of the statement.
- Council member Kwanza Hall suggested that a Streetcar along Boulevard would be a good example of a connection that could tie-in to the Beltline.
- It was suggested that the team should explore the use of recycled rubber tires as an ingredient to the asphalt used in paving roads.
- Council member Norwood said the plan should stress mobility and connectivity. Perhaps adding a goal about connectivity would be effective.
- Council member Clair Muller commented about the importance of developing strong policies to support and manage growth in a way that does not choke the City with congestion problems. She also mentioned the issue of addressing issues concerning the thousands of people who commute daily from the suburban areas into the City for jobs.
- Transportation Improvements are needed in new growth areas so that they avoid congestion that other parts of the City have experienced.
- Muller also expressed the importance of cross referencing the Connect Atlanta Plan goals with the ARC's regional transportation plan goals to ensure consistency.
- It was noted that the Connect Atlanta Plan must also consider the various other regional planning activities by partner agencies.
- Council member Joyce Sheperd asked about the correlation between pedestrian trail projects and crime activity. She stated that lighting and cameras are important.
- It was pointed out by council member Ivory Lee Young that the Connect Atlanta planning process must acknowledge that some property owners will stress that transportation improvements have impact on their properties, and therefore context sensitive design will be critical to the successful implementation of some projects.
- Councilmember Young also asked that the planning department to strive to answer the question, "How many people are too many people in terms of density, recognizing the diversity of areas/neighborhoods throughout the city?" He wanted to know what legal conditions can be part of zoning.

## **Presentation of Technical Challenges and Approaches**

Paul Moore followed the discussion on the goals with a presentation introducing the technical approaches to be employed during the assessment and analysis phase of the plan, as well as, suggestive performance targets designed to gauge the achievement of the plan as projects are implemented. Finally, recognizing the limitations in federal and state dollars for transportation improvements, the presentation included a preliminary discussion on the issues regarding funding and the need for more local revenues and new sources to support project delivery.

## **Group Discussion of Project Approaches and Funding Frameworks**

An open dialog with council members occurred to solicit input on the performance targets and funding issues. The following comments/discussion points were made by council members:

- Mary Norwood suggested creation of “bike zones” throughout the city as a manageable beginning point to focus funding on specific areas with good conditions for cycling.
- Several council members express support of the “complete streets” idea, whereby all modes of transportation would be accommodated.
- Joyce Sheperd questioned the extent to which the 100% sidewalk coverage target would be achieved. She gave the example of subdivisions that were recently constructed without sidewalks. It was clarified that the intent of the target would be to encourage all newly constructed road improvements and subdivisions to have sidewalks required. This target would include maintenance of sidewalks as well.
- Councilmember Ivory Lee Young expects that Councilmembers are able to help prioritize projects.
- Council member Norwood posed the question of what can we do now to advance the broader ideas of the Connect Atlanta Plan, recognizing the plan will not be completed for several months? Both Heather Alhadeff and Commissioner Cover pointed out that the transportation planning staff is already working with developers in this regard, and will continue to negotiate with developers to consider enhancing network connectivity (vehicular and pedestrian) as part of their development projects.
- Norwood suggested that no building permits should be issued for projects that may limit network connectivity.
- Luz Borrero noted that the City of Vancouver has undertaken projects to narrow streets and construct sidewalk network throughout the city to encourage pedestrian activities, and that approach may be a good example for Atlanta to follow.
- Clair Muller questioned the current use of impact fees. Alice Wakefield noted that the state dictates how impact fees are applied, and the city has recently contracted a consultant to assist the City with improving its impact fee policies. This includes assistance with defining the target areas stipulating that collected fees for a given area must be allocated to projects within that area.
- Council member Ivory Lee Young expressed the need for policies to preserve the aesthetic intent of investments (e.g., brick pavers, banners, lighting, etc.) made during the Olympics. He noted that as maintenance/repairs are completed, the original aesthetic designs should be put back in place after repairs are done.

- It was noted that as transit investments are made, ensuring passenger safety should be paramount.

### **Wrap Up Discussions and Next Steps Presentation**

John Funny wrapped up the discussion and next steps by emphasizing the importance of the upcoming design workshops. As part of this discussion, several council members provided ideas about promoting the workshops. Some of the ideas discussed include:

- Councilmembers hold a press conference to encourage citizen participation
- Asking the AJC to provide an article/coverage before the workshop
- Airing the meeting information on the city's access channel
- E-mail blast with workshop information to the various council member's constituency databases
- Calling post to remind citizens of the workshops



## **July 24, 2008**

### **Meeting Summary**

On July 24, 2008, the Connect Atlanta Plan held another work session with the City Council. The overall objective of the session was to present the draft Connect Atlanta Plan to them and solicit their comments. The following Council Members were in attendance:

Ann Fauver  
Jim Maddox  
CT Martin  
Mary Norwood  
Carla Smith  
Ivory Young








P. Moore presented a Power Point presentation of the draft plan. Following is a summary of discussion points:





#### **Summary of Discussion Points**



- No uniform development around transit stations
- New community centers are underproducing that can be a commercial node. What comes first, the chicken or egg? The vision should drive the development that should include transit
- Low income issues – gentrification and mitigating impact to the local indigent population. Comprehensive Transportation Plan and the Comprehensive Development Plan should work together to not push indigents out while wealth comes in. City and Public Partners should work to develop affordable housing that is assessable to transit and jobs. There are pockets of money for various programs, but no affordable comprehensive housing plan. Fastest way to build wealth is not to spend dollars for a car, i.e. transit. Include under-developed areas so not to become a Buckhead – growth without a plan or infrastructure to support the development
- Bucket of projects developed from Regional Transportation Plan (RTP), Livable Communities Initiatives (LCI) and Connect Atlanta Workshops. GDOT projects are in RTP bucket – inclusion of all prior studies
- Relocate Amtrak Station to Lenox Station
- Self watering system for Langhorn
- Move from industrial to housing – what happens to jobs. Preserve industrial footprints. Develop a policy relative to preserving of industrial sites
- Redevelopment plans should include street master plan
- Telecommuting trend – impact on transportation – 80% of trips are not work trips
- Hollowell that now dead ends should include a bridge
- Do not loose Woody's with 10<sup>th</sup> and Virginia Avenue realignment
- The third largest transit system in the region is Atlantic Station Shuttle
- Major street changes – West Peachtree and Spring
- Corridor studies – no money to implement projects from studies. Negative feedback from citizens who thought study would be funded and implemented
- Truck Route Update – is it finished that includes trucks and local district? Reply: draft ready for review
- Private network projects not included






- Concept Plan 3: Regional Transit Service Plan – have not solved problem of getting people to Buckhead without long trips. Must be fixed. Redevelopment cannot occur in underserved area until this connect is fixed. One alternative is to mix and match transit solutions – want straight line travel that reduces connect time; underground travel is that mean. Transit: East/West connection is still on table. StreetCar (SC): Need a dedicated lane from Peachtree Center to Brookwood Station; running in mixed traffic makes it a less competitive choice – evaluate space for SC operating on its own guideway
- Millions of dollars have been spent on Circulator Study
- No transit in list. Reply: not finished yet
- Integrate Brain Train – changes should support all commuter rail initiatives. Commuter rail would be huge benefit for E/W connection. Need subway into Buckhead that connects with Emory
- Discussion needed with GDOT commissioners to discuss street changes included in plan that are SR. No SR changes can be made with GDOT approval. Will discuss these issues with GDOT commissioner in August 2008
- All projects are not on all lists
- GDOT projects that reduce congestion and increase mobility should be included in scoring. Our needs can and should be consistent with regional partners
- Tower Place is private road. Therefore, ranking should be reduced
- Grade Separators – how to deal with our particular districts
- Reversible lanes should score less
- Downtown is creating more viable retail-friendly two-way streets
- More MARTA decision is needed that will increase transit rides
- Find opportunity to package multiple Tier project together to less conventional constituents
- Annual update process of CTP should include community input and possibly tied to the budget process
- NPU and APAD officers – Transportation Plan should be submitted to new officers annually



# PUBLIC OPINION SURVEY RESULTS




1. What is your main form of transportation on weekdays to and from work?			
		Response Percent	Response Count
Walk		3.5%	73
Bicycle		6.3%	130
Public Transit		8.6%	179
Drive		65.1%	1353
Combination walk, bike, or transit		4.2%	87
Combination drive and transit		5.1%	105
Not applicable		7.3%	152
answered question			2079
skipped question			10






2. What is your main form of transportation on weekdays to and from school?			
		Response Percent	Response Count
Walk		3.1%	63
Bicycle		2.8%	57
Public Transit		2.8%	56
Drive		17.5%	357

2. What is your main form of transportation on weekdays to and from school?			
Combination of the above		3.1%	64
<b>Not applicable</b>		70.7%	1438
<i>answered question</i>			<b>2035</b>
<i>skipped question</i>			<b>54</b>







3. How do you generally travel within the City?			
		Response Percent	Response Count
Walk		2.8%	58
Bicycle		5.0%	104
Public Transit		5.4%	111
<b>Drive</b>		<b>63.3%</b>	1309
Combination of the above		23.5%	487
<i>answered question</i>			<b>2069</b>
<i>skipped question</i>			<b>20</b>




4. Please indicate the approximate amount of time you spend commuting to and from work per day?			
		Response Percent	Response Count
<b>Less than ½ hour</b>		37.8%	757
½ - 1		35.5%	711

4. Please indicate the approximate amount of time you spend commuting to and from work per day?			
hour			
1-2 hours		17.6%	353
Over 2 hours		4.3%	86
Telework		4.7%	95
	<b>answered question</b>		<b>2002</b>
	<b>skipped question</b>		<b>87</b>





5. Please indicate the approximate amount of time per day you spend commuting to and from school?			
		Response Percent	Response Count
Less than ½ hour		13.0%	262
½ - 1 hour		9.5%	192
1-2 hours		2.8%	56
Over 2 hours		0.7%	15
Not applicable		74.0%	1492
	<b>answered question</b>		<b>2017</b>
	<b>skipped question</b>		<b>72</b>

6. How many days a month do you experience unusually high roadway traffic or late and crowded transit on the way to or from work?		
		Response Percent
		Response Count

6. How many days a month do you experience unusually high roadway traffic or late and crowded transit on the way to or from work?			
0-5 days		30.2%	620
5-10 days		18.0%	370
10-15 days		12.1%	248
15-20 days		13.4%	276
Over 20 days		14.8%	305
Not applicable		11.4%	235
	answered question		2054
	skipped question		35





7. How many days a month do you experience unusually high roadway traffic or late and crowded transit on the way to or from school?			
		Response Percent	Response Count
0-5 days		10.7%	216
5-10 days		5.1%	104
10-15 days		2.8%	57
15-20 days		3.2%	64
Over 20 days		4.0%	81
Not applicable		74.2%	1505
	answered question		2027

7. How many days a month do you experience unusually high roadway traffic or late and crowded transit on the way to or from school?		
	<i>skipped question</i>	62

8. Excluding congestion, how would you rate the overall transportation system (including roads, public transport, pavements, biking, etc) in the City of Atlanta?			
		Response Percent	Response Count
Excellent		0.5%	10
Good		10.0%	207
Fair		45.9%	947
Poor		43.5%	898
	<i>answered question</i>		2062
	<i>skipped question</i>		27







9. In general how would you rate the following aspects of transportation in the City of Atlanta?					
	Excellent	Good	Fair	Poor	Response Count
Appearance/visual appeal of streets	2.1% (44)	30.0% (619)	47.9% (987)	19.9% (410)	2060
Availability of alternate routes	2.2% (45)	24.8% (511)	42.2% (870)	30.9% (638)	2064
Frequency of transit	0.9% (17)	17.7% (348)	45.9% (901)	35.6% (699)	1965
Availability of transportation choices	0.8% (17)	11.9% (246)	34.0% (700)	53.3% (1098)	2061
Availability of public transportation	0.8% (16)	14.2% (290)	37.0% (758)	48.0% (984)	2048







9. In general how would you rate the following aspects of transportation in the City of Atlanta?					
Availability of sidewalks	1.8% (36)	19.9% (408)	<b>43.4% (890)</b>	35.0% (719)	2053
Free flow traffic conditions for vehicles	0.9% (18)	10.0% (203)	<b>44.6% (908)</b>	44.5% (905)	2034
Availability of bicycle lanes and paths	0.6% (13)	4.4% (90)	27.6% (565)	<b>67.4% (1378)</b>	2046
Quality of streets	1.6% (33)	22.3% (459)	<b>46.5% (958)</b>	29.6% (609)	2059
	<i>answered question</i>				<b>2072</b>
	<i>skipped question</i>				<b>17</b>

10. Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.			
		Response Percent	Response Count
None		63.5%	1312
1-5 trips		23.9%	495
6-10 trips		7.7%	160
More than 10 trips		4.8%	100
	<i>answered question</i>		<b>2067</b>
	<i>skipped question</i>		<b>22</b>







11. How would you rate your ability to commute to work using public transportation?		
	Response Percent	Response Count










11. How would you rate your ability to commute to work using public transportation?			
Very Convenient		5.7%	118
Convenient		10.8%	224
Neither Difficult, Nor Convenient		14.2%	294
Difficult		22.1%	457
Very Difficult		35.0%	723
Not applicable		12.1%	249
answered question			2065
skipped question			24

12. How would you rate your ability to commute to work using a private automobile?			
		Response Percent	Response Count
Very Convenient		27.5%	565
Convenient		30.5%	627
Neither Difficult, Nor Convenient		18.8%	386
Difficult		11.1%	228
Very Difficult		3.5%	73
Not applicable		8.7%	179





12. How would you rate your ability to commute to work using a private automobile?		
	<i>answered question</i>	2058
	<i>skipped question</i>	31

13. Please check the reasons you would not feel comfortable riding a bicycle for transportation? (Choose one or more if applicable.)				
			Response Percent	Response Count
Already feel comfortable			9.9%	203
None, do not wish to ride bicycle			14.9%	306
Cost of bicycle			1.3%	27
Feel unsafe on streets due to lack of lanes/paths			69.4%	1429
Feel unsafe due to speed of vehicles			57.8%	1189
Other reasons			18.3%	376
			<div><div></div></div> Please identify any reasons not listed	536
	answered question			2058
	skipped question			31

14. If you drive to work or school, have you considered carpooling?		
		Response Percent
		Response Count

14. If you drive to work or school, have you considered carpooling?			
Already carpooling on local streets		9.3%	173
Already carpooling in HOV lanes		3.2%	59
Have considered, but no access to partners		23.8%	442
Would consider carpooling in the future		16.6%	307
<b>Do not wish to carpool</b>		<b>28.7%</b>	<b>533</b>
 Other (please list other considerations)		18.3%	340
	<b>answered question</b>		<b>1854</b>
	<b>skipped question</b>		<b>235</b>

**Page: Future Priorities**

15. What are the top priorities that the City should invest in? (Choose up to 5)			
		Response Percent	Response Count
Roadway maintenance		38.2%	727
<b>Expand Rail transportation</b>		<b>80.8%</b>	<b>1538</b>
Expand Bus transportation		33.2%	632
Increase bicycle lanes		57.0%	1086

15. What are the top priorities that the City should invest in? (Choose up to 5)			
and paths			
Increase sidewalks		50.6%	964
Reduce traffic congestion		48.9%	931
Expand Carpool/ Vanpool/ Park n Ride		11.3%	216
Complete HOV lanes		10.9%	208
Vehicular Safety improvements		5.5%	104
Pedestrian Safety improvements		37.8%	719
Bicycle Safety Improvements		32.5%	618
Residential speed control		16.8%	320
Traffic signals		18.8%	357
Intersection Improvements		36.9%	703
	<b>answered question</b>		<b>1904</b>
	<b>skipped question</b>		<b>185</b>

16. Current population forecasts estimate that Atlanta could double its current population within the City limits by the year 2030. As a way to improve traffic and move more people around the City, please indicate how supportive you are of the following proposals:					
	Do not support	Indifferent	Support if taxes do not increase	Support if taxes increase	Response Count

**16. Current population forecasts estimate that Atlanta could double its current population within the City limits by the year 2030. As a way to improve traffic and move more people around the City, please indicate how supportive you are of the following proposals:**

Improve vehicular access and shorten distance to destinations	23.4% (421)	26.3% (474)	<b>37.5% (675)</b>	12.9% (232)	1802
Improve and create more alternatives to auto use	3.1% (57)	4.1% (76)	28.4% (528)	<b>64.4% (1197)</b>	1858
Improve and create new bicycle paths and lanes	3.9% (73)	12.6% (235)	35.9% (667)	<b>47.5% (883)</b>	1858
Improve the pedestrian environment and access to destinations	1.0% (18)	7.3% (136)	36.5% (678)	<b>55.3% (1028)</b>	1860
Build new transit lines (rail and or bus)	2.1% (40)	3.5% (66)	22.4% (420)	<b>71.9% (1346)</b>	1872
Increase frequency of transit services	1.5% (27)	12.9% (236)	37.3% (682)	<b>48.2% (881)</b>	1826
Widen streets for cars even if the potential exists to negatively impact bicycle/pedestrian facilities	<b>74.4% (1379)</b>	10.6% (196)	9.7% (180)	5.3% (98)	1853
Land use changes	14.3% (252)	<b>36.8% (650)</b>	29.0% (512)	19.8% (350)	1764
Other proposals not listed	7.9% (58)	<b>52.1% (381)</b>	18.1% (132)	21.9% (160)	731
<div> <input type="text"/> </div> Please list below					312
<b>answered question</b>					<b>1896</b>
<b>skipped question</b>					<b>193</b>

17. Would you be more willing to endure congestion on roads if it increased your options or ability to walk or bicycle to the following destinations?				
	Yes	No	Do not know	Response Count
Convenient shopping	61.2% (1135)	29.8% (552)	9.1% (168)	1855
School	51.1% (905)	28.1% (498)	20.7% (367)	1770
Bars	53.8% (961)	33.0% (589)	13.3% (237)	1787
Parks	70.1% (1285)	21.0% (385)	8.8% (162)	1832
Work	58.9% (1077)	31.5% (575)	9.6% (175)	1827
Restaurants	65.0% (1191)	25.4% (465)	9.6% (176)	1832
	answered question			1861
	skipped question			228

18. If you had to trade off between various desirable features of the street environment, which of the following would you choose over the other (Rank them from 1-9) and please tell us why your top priorities are most important to you. Mark your first choice number 1, the next choice number 2 and continue down the list.										
	1	2	3	4	5	6	7	8	9	Response Count
Widen sidewalks	17.5% (306)	14.9% (260)	17.0% (297)	13.9% (242)	13.4% (234)	9.3% (163)	6.8% (119)	4.3% (75)	2.8% (48)	1744
Dedicated bicycle lanes	22.5% (392)	17.6% (307)	15.1% (263)	11.8% (205)	9.2% (161)	8.4% (147)	5.4% (95)	6.3% (109)	3.7% (65)	1744
Recreational bicycle paths	3.7% (63)	11.7% (201)	13.3% (229)	14.7% (252)	14.4% (247)	16.6% (285)	13.6% (234)	7.9% (136)	4.0% (69)	1716
On-street parking	3.7% (62)	5.0% (84)	6.1% (102)	8.8% (148)	12.9% (217)	14.0% (235)	19.2% (322)	19.0% (319)	11.4% (192)	1681
Dedicated transit lanes	19.4% (336)	15.3% (265)	13.5% (234)	12.9% (223)	12.5% (217)	10.5% (182)	9.8% (170)	4.0% (70)	2.1% (37)	1734

18. If you had to trade off between various desirable features of the street environment, which of the following would you choose over the other (Rank them from 1-9) and please tell us why your top priorities are most important to you. Mark your first choice number 1, the next choice number 2 and continue down the list.

Dedicated turn lanes	13.5% (233)	<b>15.3% (264)</b>	12.0% (206)	10.8% (186)	10.4% (179)	11.1% (192)	12.2% (210)	12.5% (216)	2.1% (36)	1722
Increase the number of vehicular lanes	8.7% (146)	5.0% (83)	6.4% (107)	4.3% (72)	4.2% (70)	6.1% (101)	11.1% (186)	14.1% (235)	<b>40.1% (669)</b>	1669
Decrease the number of vehicular lanes	3.5% (58)	4.7% (78)	5.8% (97)	7.3% (122)	9.6% (159)	10.8% (179)	12.4% (206)	18.4% (306)	<b>27.5% (456)</b>	1661
Trees	14.5% (255)	14.1% (247)	14.3% (251)	<b>15.2% (266)</b>	13.4% (236)	10.3% (180)	6.4% (113)	6.7% (117)	5.1% (90)	1755
<div></div> <div>Please specify your reasoning for the options chosen above</div>										840
<b>answered question</b>										1822
<b>skipped question</b>										267

19. Which of the following problems in the City of Atlanta concern you the most? Place a 1 or a 2 in the box next to your top two concerns

	1	2	Response Count
Transportation	<b>55.9% (724)</b>	44.1% (571)	1295
Crime	<b>57.3% (419)</b>	42.7% (312)	731
Growth/development	42.2% (348)	<b>57.8% (477)</b>	825
Water Resources	<b>57.1% (461)</b>	42.9% (346)	807
Education	<b>51.0% (316)</b>	49.0% (304)	620
<b>answered question</b>			1874
<b>skipped question</b>			215

20. Given that the transportation demand cannot be met with expected resources, should the City raise new revenue for new transportation projects it undertakes?

		Response Percent	Response Count
Yes		75.8%	1382
No		9.2%	167
Do not know		15.1%	275
		<b>answered question</b>	<b>1824</b>
		<b>skipped question</b>	<b>265</b>

21. Should there be a linkage between the source of transportation investment funding and who benefits from it? Please tell us why you feel this way.

		Response Percent	Response Count
Yes		38.5%	696
No		34.7%	628
Do not know		26.9%	486
<div data-bbox="1013 1472 1118 1514" style="border: 1px solid black; display: inline-block; width: 65px; height: 20px; vertical-align: middle;"></div> Why do you feel this way?			1158
		<b>answered question</b>	<b>1810</b>
		<b>skipped question</b>	<b>279</b>

22. How should the City finance its increased transportation needs? (Choose up to 3 options and rank them in order of your preference from 1-3. Mark your first choice number 1).









22. How should the City finance its increased transportation needs? (Choose up to 3 options and rank them in order of your preference from 1-3. Mark your first choice number 1).


	1	2	3	Response Count
Impose sales tax for transportation	32.5% (276)	31.3% (266)	<b>36.2% (307)</b>	849
Increase gas tax	<b>54.7% (561)</b>	24.3% (249)	21.0% (215)	1025
Collect tolls	34.3% (336)	<b>36.7% (360)</b>	29.1% (285)	981
Increase parking fees	19.5% (159)	<b>41.6% (339)</b>	38.8% (316)	814
Vehicle registration fee increase	19.4% (136)	37.1% (260)	<b>43.5% (305)</b>	701
Increase fines for traffic violations	<b>40.6% (415)</b>	27.4% (280)	32.1% (328)	1023
answered question				1762
skipped question				327

23. How much would you be willing to pay per trip for uncongested traffic conditions?

	Response Percent	Response Count
None 	100.0%	779
 Amount of Money		932
answered question		779
skipped question		1310

24. Do you believe automobile traffic would benefit from increasing transit frequency and/or availability of transit?			
			Response Percent
			Response Count
Yes			82.0%
No			8.3%
Do not know			9.8%
			<i>answered question</i>
			1818
			<i>skipped question</i>
			271

25. Should the maintenance of the existing transportation system or new construction be given top budgetary consideration?			
			Response Percent
			Response Count
Maintenance			29.2%
New Construction			52.6%
Do not know			18.2%
			<i>answered question</i>
			1807
			<i>skipped question</i>
			282

26. Please share any additional information, comments or suggestions you may have.			
			Response Count
			
			554
			<i>answered question</i>
			554



26. Please share any additional information, comments or suggestions you may have.

*skipped question*

1535

Page: About You


27. What is the zip code where you live?


		Response Percent	Response Count
 ZIP: 		100.0%	1802
	<i>answered question</i>		1802
	<i>skipped question</i>		287







28. Are you a tourist or visiting the City of Atlanta?


		Response Percent	Response Count
Yes (Skip to question 37) 		0.6%	10
No 		99.4%	1772
	<i>answered question</i>		1782
	<i>skipped question</i>		307

29. Do you live within the City of Atlanta?




		Response Percent	Response Count
In the City 		67.2%	1199


29. Do you live within the City of Atlanta?			
Outside the City (Skip to question 31)		32.8%	585
answered question			1784
skipped question			305

30. How long have you lived in the City of Atlanta?			
		Response Percent	Response Count
Less than 1 year		6.4%	83
1-2 Years		11.5%	149
3-5 Years		20.3%	262
6-10 Years		16.6%	214
11 Years or more		42.1%	544
Not Applicable		3.0%	39
answered question			1291
skipped question			798

31. What is the nearest major intersection to where you live? (For example, North Ave and Piedmont Ave.)		Response Count
		1649

31. What is the nearest major intersection to where you live? (For example, North Ave and Piedmont Ave.)		
	<i>answered question</i>	1649
	<i>skipped question</i>	440

32. Do you work within the City of Atlanta?			
		Response Percent	Response Count
I do not work		6.6%	116
I work in the City		70.5%	1247
I work outside the City (Skip to question 34)		23.0%	407
	<i>answered question</i>		1770
	<i>skipped question</i>		319

33. What is the nearest intersection to where you go to WORK?		
		Response Count
		1310
	<i>answered question</i>	1310
	<i>skipped question</i>	779



34. What is the zip code where you WORK?
--



34. What is the zip code where you WORK?		
	Response Percent	Response Count
<div> <div></div> <div>ZIP:</div> </div>	100.0%	1511
	<i>answered question</i>	1511
	<i>skipped question</i>	578


35. Do you attend school within the City of Atlanta?		
	Response Percent	Response Count
<div> <div>I do not attend school</div> <div></div> </div>	81.2%	1393
<div> <div>I attend school in the City</div> <div></div> </div>	15.5%	266
<div> <div>I attend school outside the City (Skip to question 37)</div> <div></div> </div>	3.3%	57
	<i>answered question</i>	1716
	<i>skipped question</i>	373






36. What is the nearest intersection to where you attend school?	
	Response Count
<div></div>	334




36. What is the nearest intersection to where you attend school?		
	<i>answered question</i>	334
	<i>skipped question</i>	1755

37. What is the zip code where you attend school?		
 ZIP: 	100.0%	323
	<i>answered question</i>	323
	<i>skipped question</i>	1766

38. What is your gender?		
Male 	52.6%	937
Female 	47.4%	844
	<i>answered question</i>	1781
	<i>skipped question</i>	308






39. Which racial group do you belong to?		
American Indian or Alaska Native 	0.5%	8







39. Which racial group do you belong to?			
Asian		3.3%	59
Black or African American		10.4%	185
Native Hawaiian or other Pacific Islander		0.2%	3
White		79.8%	1414
Other		5.8%	103
	answered question		1772
	skipped question		317



40. Are you of Hispanic or Latino ethnicity?			
		Response Percent	Response Count
Hispanic		2.6%	39
Latino		0.9%	14
Non-Hispanic or Non-Latino		96.5%	1456
	answered question		1509
	skipped question		580


41. What is your age range?			
		Response Percent	Response Count




41. What is your age range?			
0-15		0.1%	1
16-29		28.2%	504
30-49		48.8%	874
50-69		21.3%	381
Over 69		1.7%	30
	answered question		1790
	skipped question		299

42. Optional: What is your annual household income?			
		Response Percent	Response Count
\$0-\$20,000		5.2%	79
\$20,001-\$30,000		4.4%	66
\$30,001-\$40,000		7.2%	109
\$40,001-\$50,000		10.5%	158
\$50,001-\$60,000		9.8%	148
\$60,001-\$70,000		8.5%	129

42. Optional: What is your annual household income?			
\$70,001 - \$80,000		7.6%	115
\$80,001+		46.8%	706
	answered question		1510
	skipped question		579

43. How many people live in your household?			Response Count
			1774
	answered question		1774
	skipped question		315

44. How many cars, in working order, do members of your household use?			Response Count
			1783
	answered question		1783
	skipped question		306